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Strategic Regional Arterial

**Michigan Avenue
from Roosevelt Road
to Lake Shore Drive**



**Operation
GreenLight**

**Illinois Department of Transportation
March, 1993**

FOREWORD

Michigan Avenue is a Strategic Regional Arterial from Roosevelt Road to Lake Shore Drive. This Strategic Regional Arterial (SRA) report for Michigan Avenue has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Harland Bartholomew & Associates, Inc.

As an SRA route, Michigan Avenue is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Included in this report are a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate and low-cost improvements, and documentation of the public involvement process including citizen comments.

SUMMARY OF RECOMMENDATIONS

The SRA Route Michigan Avenue is divided into seven route segments; the seventh being lower Michigan Avenue. (See *Figure i.i.*) Recommendations are made for each route segment, and a summary of the major recommendations is presented below.

SRA SEGMENT 1: ROOSEVELT ROAD TO CONGRESS PARKWAY

- Three through lanes in each direction with a 14-foot wide flush median within the existing 130-foot right-of-way
- Removal of all existing on-street parking
- A synchronized signal system for the entire segment

SRA SEGMENT 2: CONGRESS PARKWAY TO RANDOLPH STREET

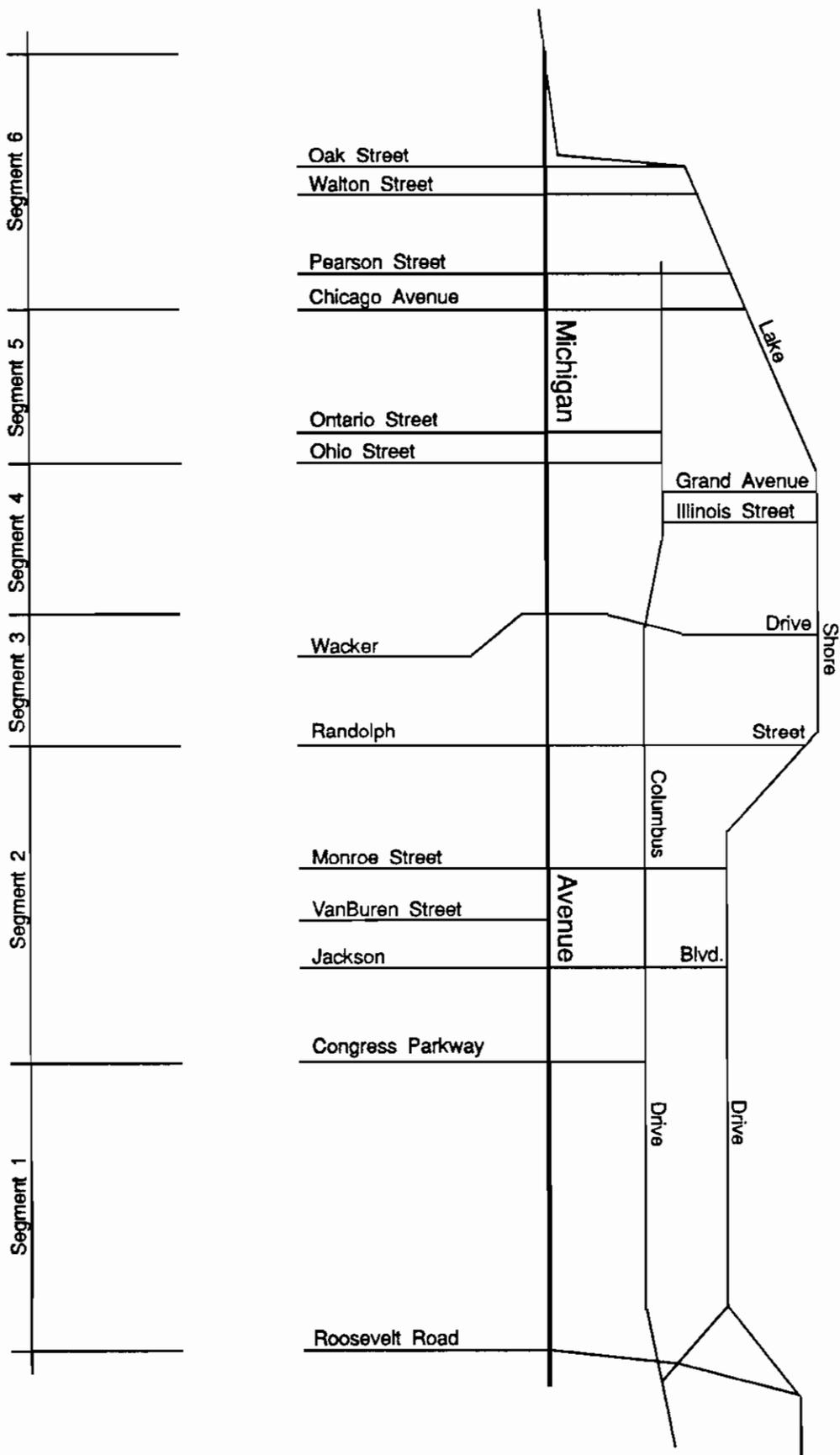
- From Congress Parkway to Monroe Street, three through lanes in each direction with a 14-foot wide painted median within the existing 130-foot right-of-way
- From Monroe Street to Randolph Street, three through lanes with a 26-foot wide median for the Grant Park North garage entrance and exit
- Removal of all existing on-street parking between Congress Parkway and VanBuren Street
- A synchronized signal system for the entire segment

SRA SEGMENT 3: RANDOLPH STREET TO WACKER DRIVE

- Three through lanes in each direction with a 14-foot wide painted median within the existing 127.5-foot right-of-way
- A synchronized signal system for the entire segment

SRA SEGMENT 4: WACKER DRIVE TO OHIO STREET

- Three through lanes in each direction with a 14-foot wide painted median within the existing 141-foot right-of-way
- Removal of all existing on-street parking
- A synchronized signal system for the entire segment



Michigan Avenue

prepared by Harland Bartholomew & Associates, Inc.

Segment Location Map

Figure i.i

SUMMARY OF RECOMMENDATIONS *(cont.)*

SRA SEGMENT 5: OHIO STREET TO CHICAGO AVENUE

- Three through lanes in each direction with a 14-foot wide painted median within the existing 141-foot right-of-way
- A synchronized signal system for the entire segment

SRA SEGMENT 6: CHICAGO AVENUE TO LAKE SHORE DRIVE

- From Chicago Avenue to Pearson Street, three through lanes in each direction with no median within the existing 60-foot right-of-way; Pearson Street to Lake Shore Drive, three through lanes with a 14-foot raised median; except from Walton Street to Oak Street, an additional through lane is added northbound to allow for two through lanes for both the local and express lanes of Lake Shore Drive
- A synchronized signal system for the entire segment

SRA SEGMENT 7: LOWER MICHIGAN AVENUE

- Maintenance of the existing roadway configuration – two through lanes in each direction with a 3-foot raised median
- A synchronized signal system for the entire segment

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SECTION ONE INTRODUCTION

1.1 THE STRATEGIC REGIONAL ARTERIAL SYSTEM AND OPERATION GREENLIGHT

The Strategic Regional Arterial (SRA) system is a 1340-mile network of existing roads in Northeastern Illinois. The system includes 146 route segments in Cook, DuPage, Kane, Lake, McHenry and Will Counties. (See *Figure 1.1.*) As part of the 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study (CATS) and Northeastern Illinois Planning Commission (NIPC), the SRA system is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high-volume automobile and commercial vehicle traffic in the region. Many of the roads in the SRA system, including Michigan Avenue, are already on the arterial highway network of the Illinois Department of Transportation (IDOT) and now carry high volumes of long-distance traffic.

According to forecasts prepared by the Chicago Area Transportation Study, travel in the year 2010 in Northeastern Illinois is expected to increase by 23 percent over 1980 levels. In the last few years, rapid economic development and growing population have resulted in significant increases in congestion on the regional expressway system, as well as on arterial and local roads in many parts of the region. Creation of the SRA system is a major component of Operation Green Light, an eight-point plan to deal with urban congestion and improve regional mobility. The plan was developed by IDOT in cooperation with the Illinois State Toll Highway Authority (ISTHA), CATS, NIPC and the Regional Transportation Authority (RTA). In addition to creating the SRA network, Operation Green Light addresses the following major transportation issues:

- Developing Major Transit/Highway Facilities,
- Improving Other Key Arterial Roadways,
- Identifying Strategic Transit Improvements,
- Reducing Demand for Highway Use, and
- Increasing Environmental Consideration.

Together, the components of Operation Green Light are a blueprint for a comprehensive approach to improve transportation in Northeastern Illinois. As part of this comprehensive approach, the SRA system is designed to (1) improve regional mobility by providing a comprehensive network of arterial routes designed to carry significant volumes of long-distance traffic across the region, (2) complement the regional transit and highway facilities by providing access for regional trips on these facilities, and (3) provide for long-distance travel to supplement the regional expressway system.

**MICHIGAN AVENUE
SECTION 1: Introduction**

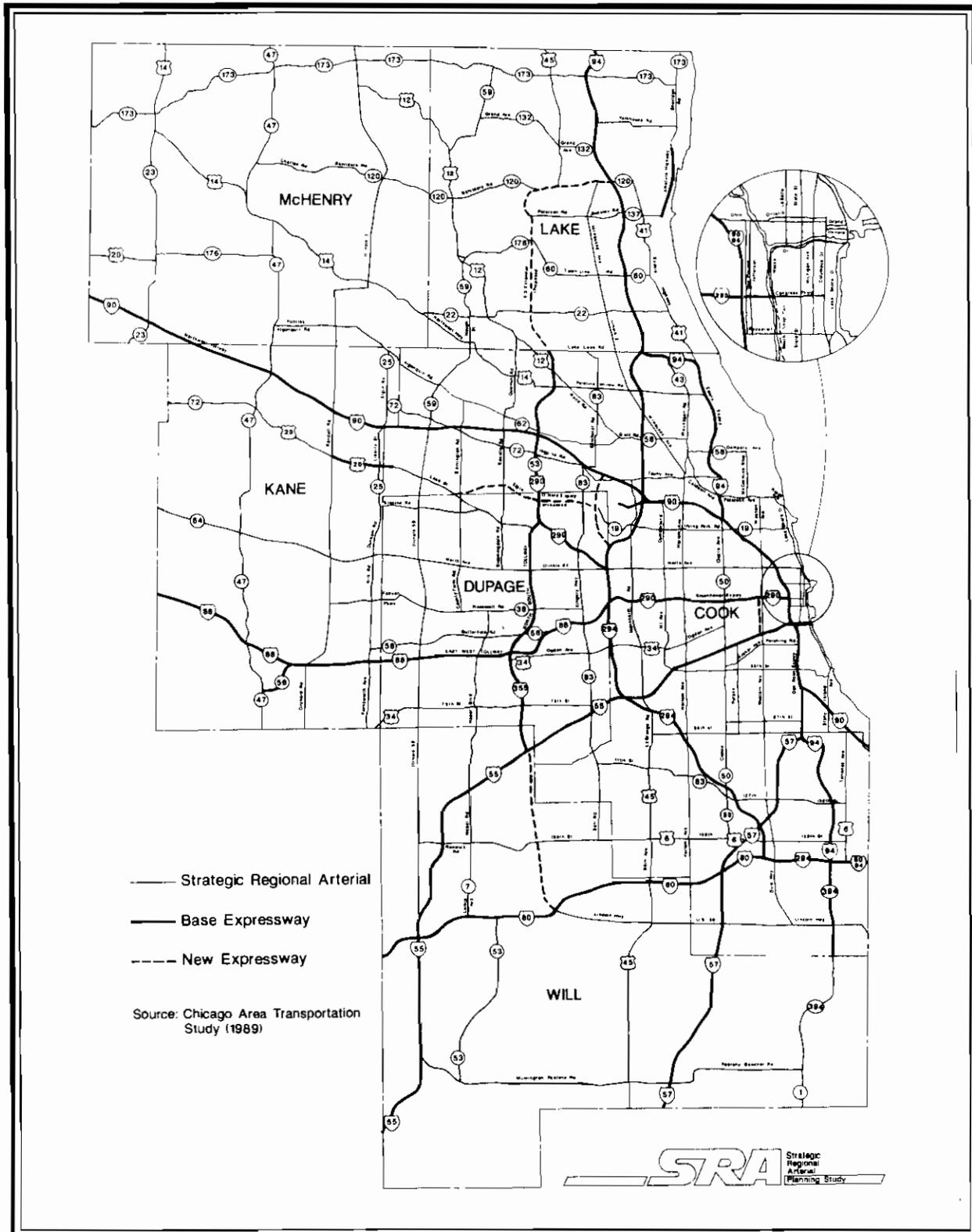


Figure 1.1 The Strategic Regional Arterial System

1.2 SRA ROUTE TYPES

Within the SRA network there are significant differences in the roadway environment. These differences affect how routes will function in the system. Three different types of SRA routes have been designated, corresponding to three types of roadway environment:

- Urban Routes;
- Suburban Routes; and
- Rural Routes.

The designation of route types is based upon the projected 2010 density of development within the Chicago region. Michigan Avenue is designated as an urban route. (See *Figure 1.2*.) Other urban SRA routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park, where projected densities are greater than 5.0 households per acre. Suburban SRA route designations, where projected densities are between 0.5 and 5.0 households per acre, apply to most of suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of McHenry, Kane and Will Counties. Rural SRA routes are located in the outer portions of Lake, McHenry, Kane and Will Counties, where projected densities are less than 0.5 households per acre.

SRA routes located in densely urbanized areas typically are existing routes with minimal possibilities for roadway expansion, but where improvements could be made to intersections, transit facilities and structural clearances. For routes in developing suburban areas, additional lanes on roadways, new connections to improve route continuity, and operational improvements such as signal coordination may be considered. In rural areas, right-of-way preservation and access control would provide for movement of through traffic and accommodate future needs.

1.3 DESIRABLE ROUTE CHARACTERISTICS AND TECHNIQUES FOR SPECIAL CIRCUMSTANCES

Desirable route characteristics for the year 2010 have been delineated for each of the three SRA route types: Urban, Suburban and Rural. These desirable characteristics are intended to provide adequate traffic service and geometric design, serving as criteria for planning the individual SRA routes. *Table 1.1* lists desirable characteristics for SRA urban routes in the year 2010, including typical geometrics, operational measures, level of service, and access policies. These desirable characteristics are the basis for defining the desirable SRA urban route cross-section which is shown in *Figure 1.3*.

As planning criteria, these design features and other route characteristics are designed to be generally applicable to all SRA urban routes. However, the SRA planning process recognizes that there may be situations along some urban routes where certain design features are not appropriate or where special treatment of some features is desirable. Depending upon the specific characteristics of each route special considerations may include:

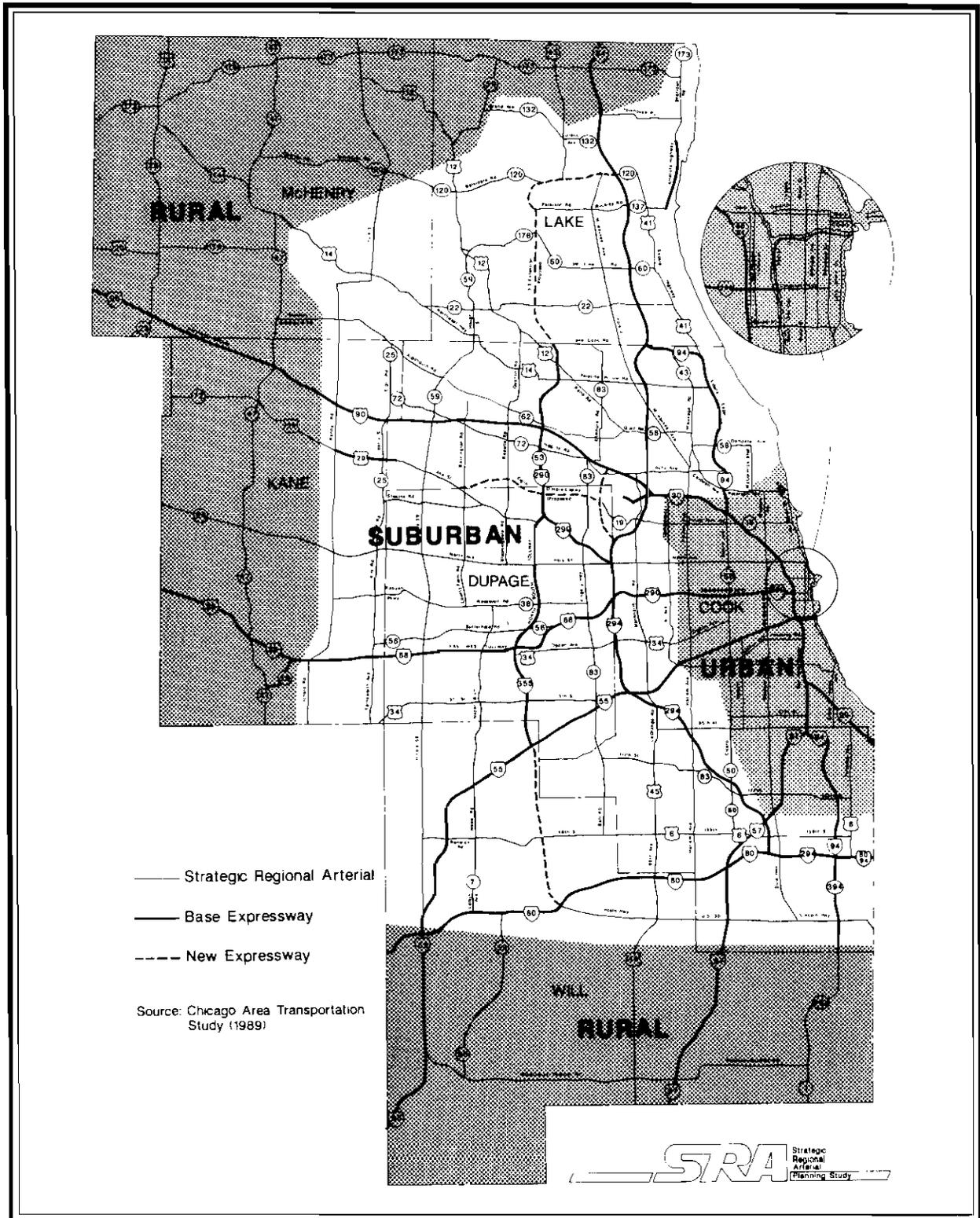


Figure 1.2 Route Types on the Strategic Regional Arterial System

Table 1.1
2010 Desirable Route Characteristics
Urban Strategic Regional Arterials

Right-of-way Width	96' - 110'*
Level of Service (Peak Hour)/Design Speed	D / 35 mph
Number of Through Lanes	2 in each direction; 12' width desirable 11' width acceptable
Median Width	14' desirable
Right Turns	Yes, in curb lane
Left Turns	Permitted along entire length of arterial
Shoulders	Not applicable
Curbs	Yes, with 1' - 2' gutters
Sidewalks	Yes, 10' width when adjacent to curb
Parking	Not recommended, replace with off-street parking**
Cross Street Intersections	Signals with arterials and collectors
Curb Cut Access	Right-in/Right-out preferred
Transit	Bus/HOV lanes in peak hours**; Local bus service with signs, shelters, and signal preemption potential
Number of Traffic Signals Per Mile	4 are desirable
Signalization	Synchronized network with pedestrian actuation where needed
Freight: Vertical Clearance	14'-6"
Loading	Loading zone with peak hour restrictions or alley loading

*72' - 86' where bus/HOV lanes are not provided

**where SRA design criteria are met

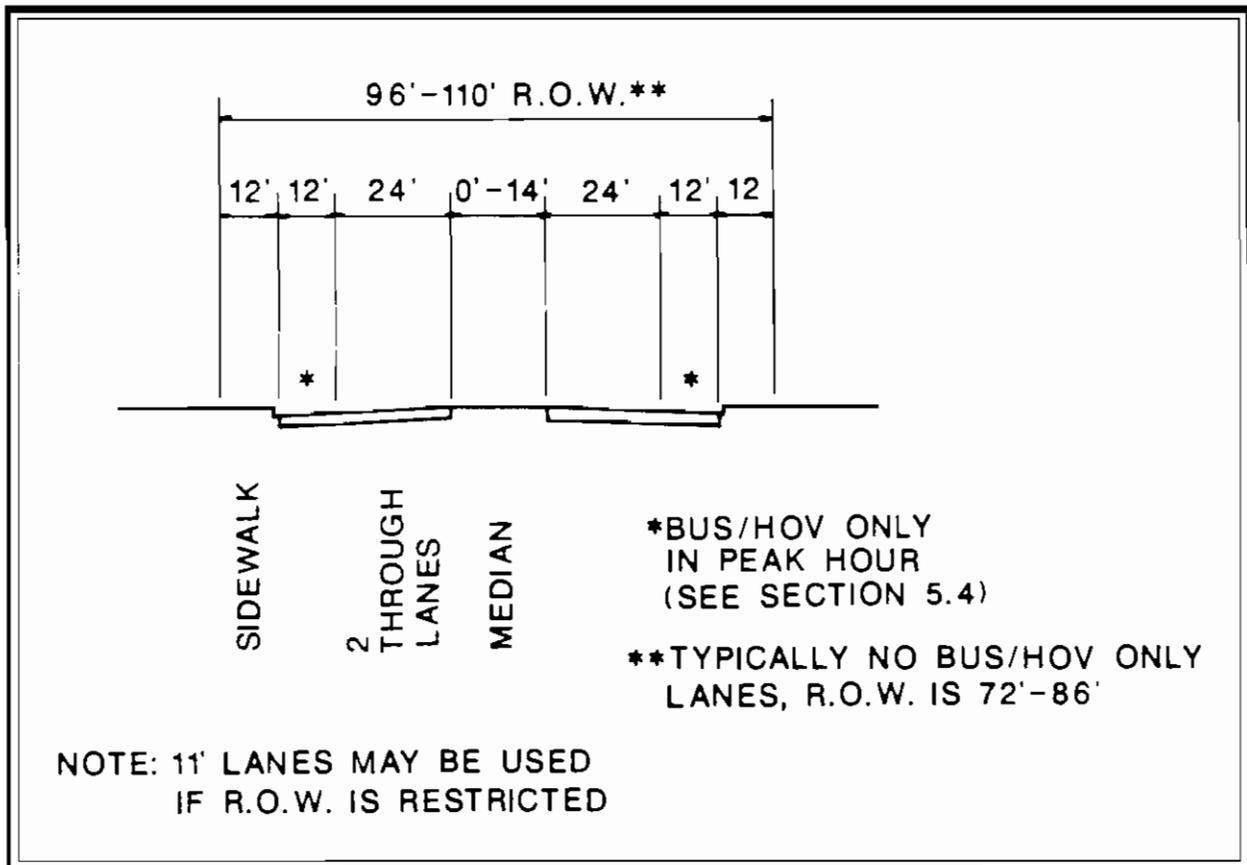


Figure 1.3 Desirable Urban SRA Cross-Section

- Bus lane/ high occupancy vehicle (HOV) lanes;
- Signal preemption capability for transit vehicles;
- Channelization or interchanges at high volume intersections;
- Prohibition of left-turn movements at certain locations; or
- Location of transit or pedestrian facilities in public easements outside the right-of-way.

Among the special techniques considered for Michigan Avenue were center-flow bus lanes and development of a landscaped barrier median with prohibition of left-turns. As indicated in Section 2.8 of this report, these techniques are not part of the recommended improvement; however, they illustrate the range of treatments which have been considered.

A full description of the recommended designs and features and techniques for special circumstances applicable to all SRA routes can be found in the Strategic Regional Arterial Design Concept Report, dated March 1991.

1.4 STUDY OBJECTIVES

As an SRA route, Michigan Avenue is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. The planning process for the SRA system is to be accomplished over a five year period, with individual route studies comprising one-fifth of the total system to be undertaken each year. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

The Michigan Avenue study identifies specific improvements to enable the route to function as part of the SRA system. The following objectives have guided the study process.

- Determine the types of roadway improvements needed for each route including additional lanes, signalization and interchanges.
- Define right-of-way requirements.
- Enhance access to the regional transit system.
- Identify ways to manage access which would improve through traffic movement and reduce conflicts.
- Coordinate recommended route improvements with projected development.
- Identify necessary improvements to accommodate commercial traffic.

- Accommodate necessary bicycle and pedestrian travel.
- Identify potential environmental concerns.

The completed study will guide implementation of improvements on Michigan Avenue, so that individual projects are consistent with the coordinated long-range development of the route as an integral part of the SRA system.

1.5 THE SRA PLANNING STUDY PROCESS

The SRA planning study process is accomplished through the following six phases:

Data Collection/Evaluation. The SRA planning process is designed to efficiently use available data. For each route, data is assembled from right-of-way information, roadway plans, traffic volume projections, transit information, bicycle usage, adjacent development characteristics, accident data, environmental studies and other sources, and is analyzed to establish current conditions, constraints and improvement needs.

Route Analysis. Possible improvements for the SRA route are determined by incorporating the recommended design features in specific configurations for each segment of the overall route. These configurations include alternative designs and techniques where necessary to accommodate local conditions or constraints. The timing of the recommended improvements, whether long-range or short-range, is identified.

Environmental Issues/Screening. While the SRA planning process does not include detailed environmental assessments or analysis of specific mitigation measures, a screening process identifies significant environmental conditions along each route. The results of this process are used to evaluate improvement alternatives, and serve as an early indicator of environmental issues for future design studies.

Construction Cost Estimates/Identification of Right-of-Way Needs. Construction cost estimates for the route are prepared for each type of improvement. Right-of-way needs to accommodate recommended improvements are also considered.

Local Involvement and Coordination. Throughout the SRA route planning process, the involvement of local and regional agencies is an important consideration. Information and coordination efforts include forming Advisory Panels for each SRA route, which work with IDOT during the planning process. A regular newsletter for each Panel informs members about the SRA program and ongoing route studies. A public hearing in an open house format is also be conducted for each route.

Final Route Improvement Plan/Report. As the final step in the planning process, a report for each SRA route documents the recommended improvements and findings.

1.6 STUDY DATA SOURCES AND METHODOLOGIES

Existing Roadway Characteristics

Several data sources were compiled to create route inventories. Traffic counts for major intersections were obtained from the City of Chicago Bureau of Street Traffic. The route was photographed using a video camera. On-site inspection confirmed IDOT scoping report data for number of lanes, location of traffic signals and turn bays, structures, setbacks, pavement width, speed limit, existence of sidewalks and other appurtenances, frontage roads, and median. The locations of median and curb cuts were identified by type: unlimited, frequent, coordinated, managed. Pavement widths were further confirmed with construction plan sheets whenever these were available. Sidwell maps provided right-of-way widths.

Existing Transit Characteristics

Data on existing transit service and facilities was obtained from published data and reports as well as limited field verification of location and characteristics of transit facilities. Basic information on transit services in the SRA study area, including routes and schedule was obtained from data compiled by the Division of Public Transportation of IDOT. This was supplemented by reports from operating entities, including the CTA, Pace and Metra, which provided information on transit ridership and other operating characteristics. Locations of transit facilities including bus stops and facilities at commuter rail and rapid transit stations were verified in the field.

Development Characteristics

Development characteristics include existing and planned uses. Current uses were included in the route inventory and derived from NIPC and City of Chicago aerial photography, video and on-site inspection. These uses were identified in some detail and later grouped into more general land use categories, such as residential, commercial, industrial, public and semi-public. Access was reexamined in the course of this analysis.

Planned uses were identified in response to a specific inquiry at the beginning of the SRA study, within adopted Comprehensive and Specific Plans, and during meetings with municipal officials. Such information was used to assess potential route impact and plan for access.

Environmental Considerations

Because the purpose of the analysis was to identify those conditions and uses which *may* be negatively impacted by improvement of the SRA, the selection of data was as inclusive as possible.

Floodplain boundaries were obtained from the Federal Emergency Management Agency (FEMA) on the Flood Boundary and Floodway Maps and the Flood Insurance Rate Maps. The Illinois Department of Conservation (IDOC) National Wetlands Inventory Maps, local land use plans, and on-site surveys were used to identify wetlands and any streams which were not identified by FEMA.

IDOC also provided information from the Illinois Natural Heritage Database about endangered, threatened and watched species in Illinois and about natural areas. An endangered species is any species which is in danger of extinction as a breeding species in Illinois, while a threatened species is any breeding species which is likely to become a state endangered species within the foreseeable future. A species on the watch list is not listed as endangered or threatened, but is of special concern and could eventually become listed. Unless it could be determined that the species or area is not adjacent to the route, it is included in this inventory. This information was located to the nearest square mile.

Location of historic buildings, districts, and markers were provided by the National Register of Historic Places in Illinois, the Inventory of Historic Structures prepared by the Illinois Historic Structures Survey, the Inventory of Historic Landmarks prepared by the Illinois Historic Landmarks Survey, the Illinois State Historical Markers Text Book, and IDOT. The buildings, districts, and other structures appearing on the Inventory of Historic Landmarks are not necessarily significant historical resources. This inventory includes all buildings constructed prior to World War II. Those buildings with aesthetic merit are included on the Inventory of Historic Structures. Historic districts were most often listed on the National Register of Historic Places in Illinois, but others appeared in the Inventory of Historic Landmarks. Selected information was refined by IDOT design studies and City of Chicago data.

The Hazardous Waste Research and Information Center provided a list of waste disposal and hazardous waste dumping sites. The landfills and dumps are located to the nearest square mile. Unless it could be determined that the site is not adjacent to the route, it is included in this inventory. The list notwithstanding, it is recommended that any site used for industrial purposes at any time be tested for hazardous waste prior to roadway facility development.

The analysis of environmentally sensitive land uses included: schools, churches, theaters, auditoriums, parks, cemeteries, recreation facilities, parks, nature and forest preserves, hospitals, nursing homes, and hotels. While all such facilities and uses have been identified, there is no presumption that all such uses would be negatively impacted by roadway improvements.

Year 2010 Traffic Demand Projections

The Chicago Area Transportation Study (CATS) projected Year 2010 traffic for all routes in the SRA system, and for tollways and expressways. Projections made for the SRA system are different from those made for most projects, because they assume that all routes in the system have been improved as suggested in the design criteria for the system. This assumption insures that no one route or part of a route would be expected to handle more than its share of the expected 2010 traffic volumes which may be traveling in that general direction. It also insures that no part or segment of a route would be improved more than is necessary to provide a consistent level of service throughout the route.

The projection methodology for SRA routes included four phases: trip generation, trip distribution, trip mode, and trip assignment. Collectively, the number of vehicle trips were projected for each SRA to SRA and SRA to expressway intersection. Results are expressed in ranges corresponding to the number of lanes of capacity required to serve the demand.

Roadway Capacity Estimates

A roadway capacity analysis estimates how many vehicles can be carried on the roadway. The analysis allows change in several conditions that affect the flow of traffic. The capacity of an arterial roadway depends most heavily on the number of vehicles that can be accommodated at its signalized intersections, so a group of variables describe how long the average vehicle is stopped at each signal. The number of signals and distance between them is included. Variables relating to the roadway and its operation, such as the number of through lanes in each direction, how many vehicles each lane can accommodate, the posted speed, how many vehicles are likely to make turns, and the characteristics of rush hour traffic, complete the information used in the analysis.

Cost Estimates

Cost estimates include a standardized factor for land value added to construction cost estimates typical for the improvement type. The estimates are provided in 1991 dollars.

1.7 ORGANIZATION OF THE REPORT

This report on the Michigan Avenue SRA route study is divided into four sections:

Section 1: Introduction, provides information about the SRA system and Operation GreenLight; SRA route types; desirable route characteristics; study objectives and the study process; and the organization of the report.

Section 2: Route Overview, presents a general description of the study process; existing route characteristics; and types of recommended improvements for the overall route.

Section 3: Route Analysis, presents a detailed analysis of existing route characteristics and recommended route improvements. This section is organized by the following route segments:

- **Section 3.1:** Roosevelt Road to Congress Parkway
- **Section 3.2:** Congress Parkway to Randolph Street
- **Section 3.3:** Randolph Street to Wacker Drive
- **Section 3.4:** Wacker Drive to Ohio Street
- **Section 3.5:** Ohio Street to Chicago Avenue
- **Section 3.6:** Chicago Avenue to Lake Shore Drive
- **Section 3.7:** Lower Michigan Avenue

For each route segment the following analyses are presented:

Existing Facility Characteristics. The existing facility characteristics are defined. Current traffic volumes are listed. Right-of-way, number of lanes, pavement widths, location of traffic signals and sidewalks, transit usage and routes, location of structures and other appropriate existing facility characteristics are discussed and shown on the corresponding aerial base maps.

Environmental Characteristics. Environmental characteristics of the route segment are defined. Stream, wetland and floodplain areas, historic properties and districts, endangered or threatened flora and fauna, waste disposal sites, and sensitive land uses are discussed and shown on the corresponding route maps.

Existing and Projected Development Characteristics. The existing and projected development characteristics of the route segment are analyzed. Jurisdictional boundaries are defined. Existing land use characteristics are examined with respect to the types, density or intensity of use and setbacks and access locations. Future development potential is examined by identification of vacant land, planned or likely redevelopment and other planned development in the vicinity. Finally, public and institutional areas are identified by location and type. The existing and projected development characteristics are shown on corresponding route maps.

Recommended Improvements. The recommended improvements are identified for each route segment. Improvements are specified in the categories of roadway, traffic signalization, access management, transit and other relevant areas. Right-of-way requirements for the implementation of the recommended improvements are identified. Potential environmental considerations and timing for the implementation of the recommended improvements and right-of-way expansion are analyzed.

Section 4: Public Involvement, summarizes the public involvement process during the study, including the Michigan Avenue SRA Advisory Panel meetings, the Advisory Panel newsletters, and the public hearing.

SECTION TWO ROUTE OVERVIEW

2.1 THE MICHIGAN AVENUE SRA STUDY AREA

Michigan Avenue is an SRA route between Roosevelt Road and Lake Shore Drive, a distance of 2.5 miles. The entire route is located within the City of Chicago. Michigan Avenue is one of Chicago's grand streets. It parallels Grant Park, has a number of landmark buildings and crosses the Chicago River on a unique double-decked bridge. North Michigan Avenue is the heart of the Magnificent Mile, where many of the city's newest mixed use developments are located. These developments are characterized by their inclusion of commercial, residential and office facilities, as well as hotels. Physically, Michigan Avenue is characterized by broad sidewalks and a wide roadway that are necessary to accommodate the heavy volumes of pedestrian and vehicular traffic. Abundant landscape planting, either in pots or in parkways, is another important feature of this avenue.

2.2 REGIONAL TRANSPORTATION FACILITIES

Figure 2.1 indicates the existing and proposed facilities linking Michigan Avenue to the regional transportation system as defined in the 2010 Transportation System Development (TSD) Plan prepared by the Chicago Area Transportation Study (CATS).

Michigan Avenue intersects five other designated SRA routes:

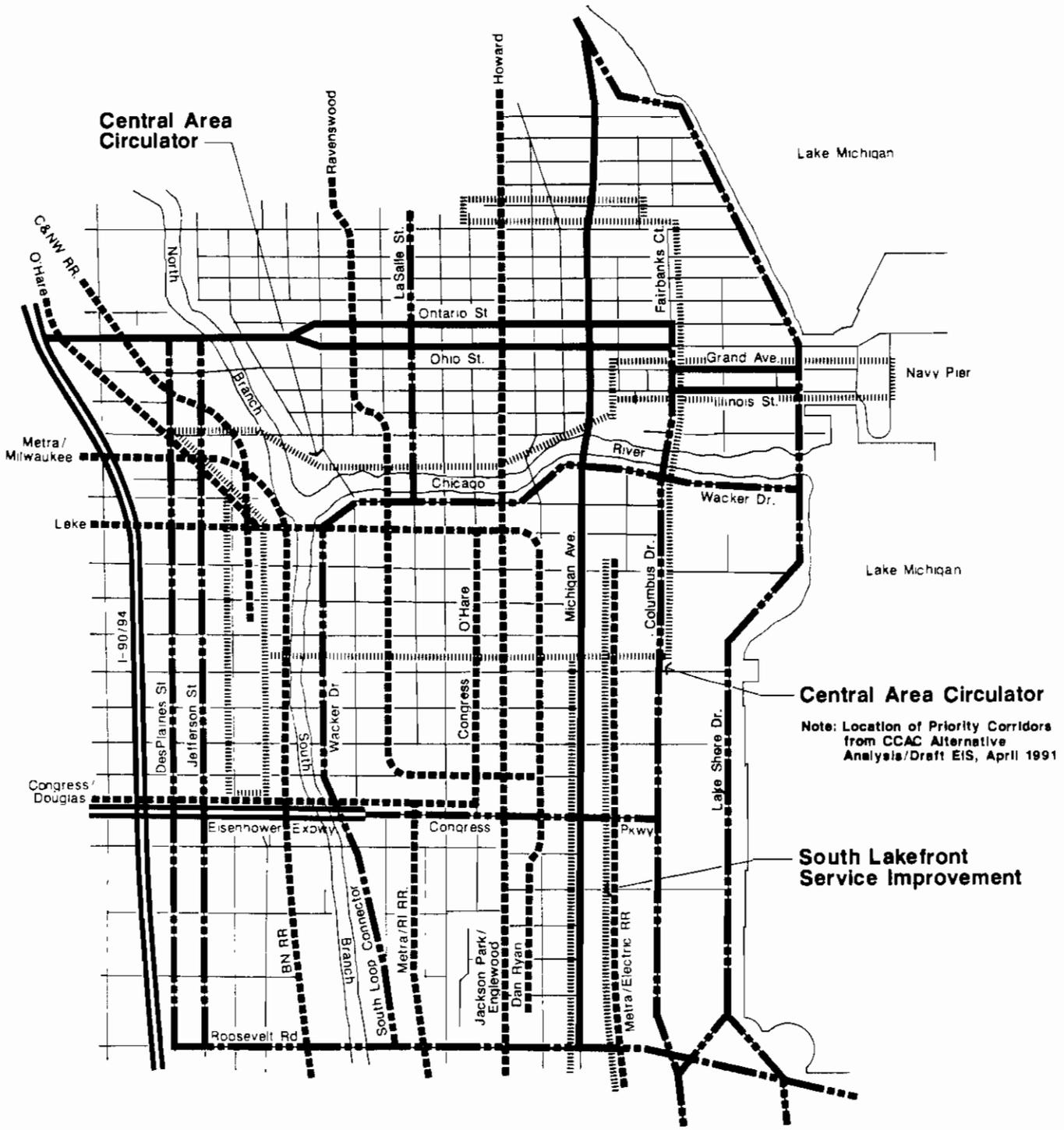
- Roosevelt Road
- Congress Parkway
- Wacker Drive
- Ohio Street/Ontario Street
- Lake Shore Drive (U.S. Route 41)

Michigan Avenue does not intersect any existing or proposed expressway facilities.

Major transit facilities related to Michigan Avenue are:

The Metra Electric (ICG) and South Shore lines which parallel Michigan Avenue have stations at Randolph Street, Van Buren Street and Roosevelt Road. The 2010 TSD Plan recommends service improvements for these lines with rationalization of service along the South Lakeshore. Together the Regional Transportation Authority (RTA), Chicago Transit Authority (CTA) and Metra are studying the potential for reconfiguring some of the rail services east of the Dan Ryan Expressway. Their objectives are to identify options for modernizing and upgrading service to Chicago residents, and to provide efficient and fast transit for suburban commuters to the Loop. Under review are the electric branch lines and the oldest elements of the CTA elevated. The potential for converting the electric mainline into express suburban service as well as local rapid transit service is also under study.

The CTA rapid transit lines which closely parallel Michigan Avenue along Wabash, State and Dearborn Streets.



REGIONAL TRANSPORTATION FACILITIES

- Michigan Avenue**
- ==== Existing Expressway**
- Ohio/Ontario & Grand/Illinois**
- Existing Major Transit Facility**
- Other SRA Route**
- Major Transit Project**

MICHIGAN AVENUE AND OHIO/ONTARIO & ILLINOIS/GRAND



The Central Area Circulator which is now being planned as a light-rail system operating primarily at street level. Priority corridors now under study cross Michigan Avenue at Chicago Avenue, the north bank of the Chicago River, and Monroe Street. Another priority corridor also extends along Michigan Avenue between Monroe Street and Roosevelt Road.

2.3 PROJECTED TRAVEL DEMAND

Figure 2.2 indicates the projected 2010 travel demand in terms of average annual daily traffic (AADT) for Michigan Avenue. The projected 2010 AADT travel demand forecasts are displayed in ranges and are generated from the regional travel simulation model developed by the Chicago Area Transportation Study.

2.4 ROUTE AREA TYPE

Michigan Avenue is classified as an urban SRA. The design speed for an urban SRA is 35 miles per hour, and the desirable minimum level of service is "D" at which average travel speeds are about 40 percent of free-flow speeds.

2.5 EVALUATION OF EXISTING ROUTE CHARACTERISTICS AND RECOMMENDED ROADWAY IMPROVEMENTS

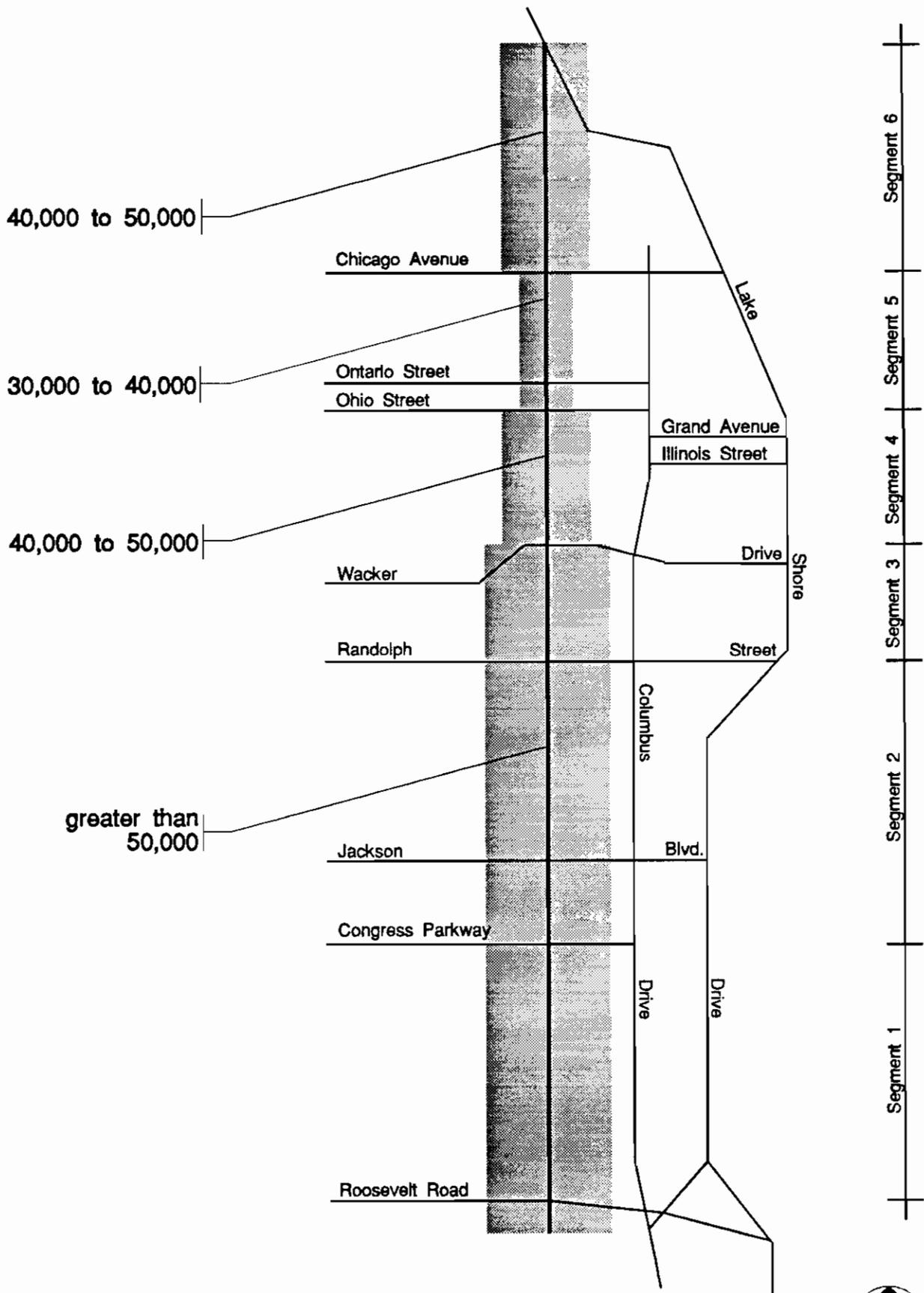
Michigan Avenue has wider right-of-way and more through traffic lanes than the minimum for an urban SRA route, as shown in *Table 2.1*.

Except for Lower Michigan Avenue between Grand Avenue and South Water Street, the recommended roadway configuration for Michigan Avenue maintains a consistent three through traffic lanes in each direction within existing right-of-way. On Lower Michigan Avenue, the recommended configuration retains the existing two through lanes in each direction. A more detailed description of the recommended roadway configuration for each segment of the route can be found in Section Three of this report.

The capacity analyses for Michigan Avenue were based upon the recommended roadway configuration of three through traffic lanes in each direction. The results of the capacity analyses were compared to the projected travel demand for the route, as summarized in *Table 2.2*.

More than three through traffic lanes in each direction would be required to accommodate the projected travel demand volumes at the desirable minimum level of service "D". Provision of additional lanes is not recommended due to existing right-of-way constraints and the need to maintain adequate sidewalk width to accommodate high pedestrian volumes.

After a thorough analysis of the route and particularly the existing facility characteristics and existing traffic volumes, the greatest need for Michigan Avenue consists of improvements to signalization and left-turn lanes along the entire route from Oak Street to Roosevelt Road. These improvements are now in the initial design stage. Additional improvements to improve capacity south of Congress Parkway, such as removal of parking, can be considered as future travel demand increases.



Source: Chicago Area Transportation Study



Michigan Avenue

2010 Projected Travel Demand Volumes

prepared by Harland Bartholomew & Associates, Inc.

Figure 2.2

TABLE 2.1 Existing and Recommended Right-of-Way Width and Number of Through Traffic Lanes				
	Right-of-Way Width (feet)		Number of Through Lanes in Each Direction	
	Existing	Recommended	Existing	Recommended
DESIRABLE STANDARD FOR AN URBAN SRA		96-110 ⁽¹⁾		2
MICHIGAN AVENUE				
Segment 1 Roosevelt Road-Congress Parkway	130	130	3-4	3
Segment 2 Congress Parkway-Randolph Street	130	130	3-4	3
Segment 3 Randolph Street-Wacker Drive	127.5	127.5	3	3
Segment 4 Wacker Drive-Ohio Street	141	141	3	3
Segment 5 Ohio Street-Chicago Avenue	141	141	3	3
Segment 6 Chicago Avenue-Lake Shore Drive	116	116	3	3
Segment 7 Lower Michigan	127.5/141	127.5/141	2	2
⁽¹⁾ 72'-86' where bus/HOV lanes are not provided				

Table 2.2 Summary of Arterial Corridor Capacity Analysis					
Segment	Projected Travel Demand (AADT)⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT)⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Roosevelt Road to Congress Pwy	> 50,000	6	49,000	D	No
Congress Pwy. to Randolph St.	> 50,000	6	49,000	D	No
Randolph Street to Wacker Drive	> 50,000	6	49,000	D	No
Wacker Drive to Ohio Street	40 to 50,000	6	42,000	D	No
Ohio Street to Chicago Avenue	30 to 50,000 ⁽²⁾	6	42,000	D	No
Chicago Ave. to Lake Shore Drive	40 to 50,000	6	42,000	D	No
<p>⁽¹⁾ Average Annual Daily Traffic</p> <p>⁽²⁾ The projected travel demand between Ohio and Ontario Streets is in the 30,000 - 40,000 AADT range; the projected demand between Ontario Street and Chicago Avenue is in the 40,000 to 50,000 AADT range.</p>					

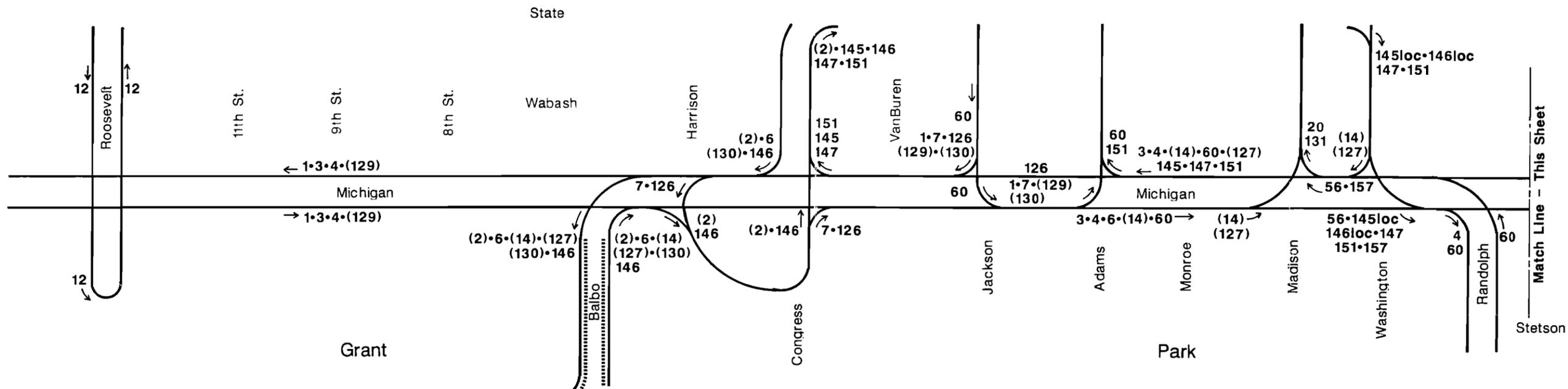
2.6 TRANSIT

Michigan Avenue is one of the most transit-intensive of the SRA routes. Thirty one bus routes operate on Michigan Avenue, carrying over 16,000 riders in the morning peak-hour. In addition, rapid transit and commuter rail lines which operate in close parallel to Michigan Avenue together carry over 100,000 passengers each day. The following sections discuss existing service and conditions, and the general types of recommended improvements for the overall route. Specific recommended improvements are discussed with the respective route segments in Section Three of this report.

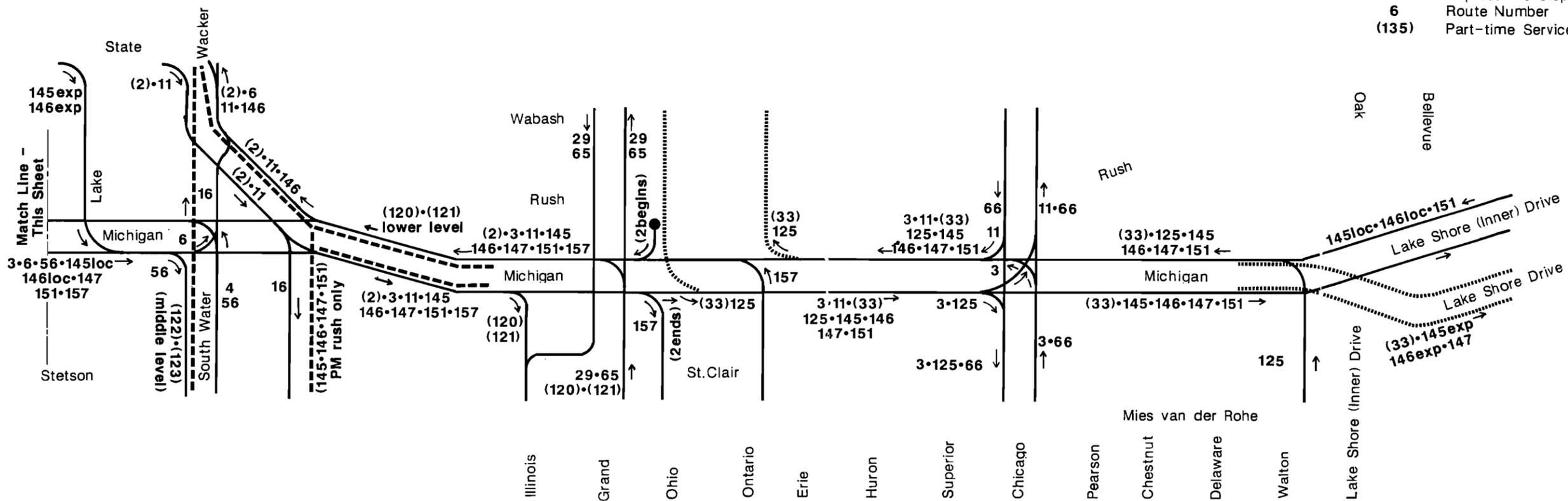
2.6.1 EXISTING TRANSIT SERVICE AND FACILITIES

Bus Service

CTA provides extensive bus service on Michigan Avenue, supplemented by limited Pace service. (See *Figure 2.3.*) The services fall into categories as shown in *Table 2.3.*



- Legend**
- Bus Route
 - - - Part-time Bus
 - Express (no stops)
 - 6 Route Number
 - (135) Part-time Service Only



Michigan Avenue

CTA Bus Routes



prepared by Harland Bartholomew & Associates, Inc. for the

ILLINOIS DEPARTMENT OF TRANSPORTATION

Figure 2.3

MICHIGAN AVENUE
SECTION 2: Route Overview

Table 2.3 Bus Service		
	Category	Route Number
1	Express services from both the north and south sides which use Lake Shore Drive and enter Michigan Avenue at Oak Street on the north and at Balbo Drive on the south;	2,6,14,145,146,147
2	Local services from the north side which turn around in the Loop;	11,151,157
3	Local services from the south side which also turn around in the Loop;	1,4
4	Local service to the northwest which, as a secondary function, provides distributor service to North Michigan Avenue and Streeterville;	56
5	Service from the south side to North Michigan Avenue shopping district;	3
6	Short routes providing circulator or "express" services within the central area, some of which use lower Michigan Avenue;	33,120,121,122, 125,127,129,130
7	Two Pace routes, one an express service to the north suburbs and one serving the south suburbs; and	210,355
8	Crosstown buses, primarily from the west side which cross Michigan Avenue or use it in their turning around, but do not really provide service on this street.	7,12,16,20,60

South of Congress Parkway there are bus stops on almost every block on both sides of the street and at the Roosevelt Road commuter rail station. Between Congress Parkway and Oak Street stops are located so as not to conflict with right-turns. Since most of the east-west streets are one-way, this means that most bus stops are spaced at two block intervals, and that stops on the east and west sides of Michigan Avenue are staggered - e.g., northbound and southbound buses do not usually stop at the same cross streets. This system of locating bus stops was initiated in 1986 and has resulted in improved bus travel times through the central area.

Table 2.4 presents ridership data for categories of services whose primary function is serving Michigan Avenue. The figures reported are obtained from CTA's "Operating Facts, Winter 1989-90." They are for a one-hour period at the maximum load point during the morning rush hour. Some of the Category 6 services only operate during peak periods. The volumes,

Table 2.4			
Morning Peak Hour Ridership Data for			
Selected Categories of Michigan Avenue Bus Service			
Category <i>(See Table 2.3)</i>	Route	Number of Buses	Number of Riders
Category 1	2	7	452
	6	13	826
	14	42	3351
	145 ⁽¹⁾	16	1217
	146 ⁽¹⁾	16	907
	147 ⁽¹⁾	14	<u>962</u>
	Subtotal		
Category 2	11	8	351
	151 ⁽¹⁾	33	1819
	157 ⁽¹⁾	10	<u>425</u>
Subtotal			2592
Category 3	1	7	322
	4	17	<u>708</u>
Subtotal			1030
Category 5	3	16	<u>904</u>
Subtotal			904
Category 6	33	6	275
	120	19	928
	121	18	865
	122	7	259
	123	10	533
	125	24	943
	127	9	179
	129	13	251
	130	N/A	<u>N/A</u>
	Subtotal		
TOTAL			16,477
⁽¹⁾ Indicates maximum load point on SRA Segment			

when factored to include the whole day, and added to the volumes of people arriving on Michigan Avenue by rapid or commuter rail, reinforce the conclusion that transit services deliver very significant numbers of individuals to the Michigan Avenue corridor.

Rapid Transit Service

The Wabash leg of the Loop elevated, with stops at Randolph, Madison and Adams Streets, provides rapid transit service in the corridor and parallel to Michigan Avenue. Rapid transit lines which use the Loop elevated are the Lake/Dan Ryan and Ravenswood. The former operates between Harlem and Lake in Oak Park and 95th Street and the Dan Ryan Expressway, while the latter operates to Kimball and Lawrence. The Evanston Express uses the Loop elevated, as well. In November, 1989, weekday entering passenger volume at the Wabash stations was 24,550, with an additional 8,850 boarding at State and Lake.

The Southwest Rapid Transit Line, scheduled to begin service in 1993, will use the Loop elevated as its north turnaround. When this service is inaugurated, the Dan Ryan line to 95th Street will connect to the north side Howard line and be transferred to the State Street Subway. At that time, the Englewood and Jackson Park services will operate with the Lake St. service to Oak Park, and will begin to use the Loop elevated.

The State Street Subway, two blocks west of Michigan Avenue (or three blocks west on the north side of the Chicago River), is also in the corridor. North-South services from Howard Street to Englewood and Jackson Park which parallel Michigan Avenue until they branch in the vicinity of 59th Street, are routed through this subway. South of the Chicago River, subway platforms are continuous through the downtown, with stations located at Washington, Monroe and Jackson. Entering passenger volume at these stations on a typical weekday in November, 1989, was 35,000. For the purposes of this analysis, the Dearborn Subway, which is used by rapid transit services to O'Hare Airport and the West side, is not included in the Michigan Avenue corridor. Total weekday entering passenger volume at the downtown elevated and subway stations in the corridor is almost 70,000. State Street Subway stations are also located at Grand and Chicago Avenues, where 1989 weekday entering volumes were 5,350 and 11,100, respectively.

An underground pedestrian way connects the Washington Street subway stations (both State and Dearborn) to Michigan Avenue at Randolph, and to Metra's Randolph Street commuter rail station. This pedestrian way also serves the Burnham Library, Marshall Field's the Daley Center and City Hall, with connections to the Brunswick Building and 3 First National Center. It is heavily used, particularly in inclement weather.

Commuter Rail Service

Also in the Michigan Avenue corridor are Metra's Electric service to University Park (formerly the ICG), and Northern Indiana's South Shore Railroad. Three stations provide access to these services: Randolph Street, Van Buren Street and Roosevelt Road. According to Metra's 1989 counts, weekday riders boarding at these stations are as follows:

	<u>Metra</u>	<u>South Shore</u>
Randolph Street	14,705	4,694
Van Buren Street	6,468	1,174
Roosevelt Road	270	27
TOTAL	21,443	5,895

Central Area Circulator

Over the next twenty years, it is expected that planned major developments will be built out, including Cityfront Center, the AMA complex, and Illinois Center air rights. These major development will have significant impact on Michigan Avenue and transit service requirements. In anticipation of the need for added transit capacity, a new central area circulator system is now being planned. It is likely that this system will be light rail, operating primarily on the surface streets in the central area. The system will connect the commuter rail stations on the west side of the Loop to Michigan Avenue, the Grant Park museums, McCormick Place, Navy Pier, offices and the North Michigan Avenue shopping district.

Although studies of the route alternatives and station locations are still underway and not scheduled to be completed until 1992, preferred alternative alignments in the circulator corridors have been identified for further study, as part of the City of Chicago's Alternatives Analysis/Draft Environmental Impact Statement for the Central Area Circulator completed in April 1991.

In the north segment of the South Lakefront Corridor lying between Grant Park on the east and the State Street area on the west, the following alignments between Monroe Street and Roosevelt Road were considered in the initial evaluation:

- State Street
- Michigan Avenue
- Metra Electric (ICG) Right-of-Way
- Columbus Drive
- Wabash Avenue

Both the Metra Electric (ICG) and Michigan Avenue alternatives were selected for further study. Also as part of this process conceptual engineering plans were prepared for the Michigan Avenue alignment between Monroe Street and Roosevelt Road. These plans show a location in the center of Michigan Avenue with two-way operation, and two preliminary station locations are shown as center islands between Jackson and VanBuren, and between 8th and 9th Streets. This configuration on Michigan Avenue would result in reductions in the roadway and/or sidewalk width to be able to accommodate the necessary trackage, clearances and station areas. The conceptual engineering plans also indicate a reduction to two through traffic lanes in each direction with the circulator rather than the three existing lanes, as well as use of through lanes for left-turn movements at some intersections.

Given this proposed configuration, the location of the circulator on Michigan Avenue would seriously compromise the ability of Michigan Avenue to function as an SRA route carrying significant volumes of auto and bus traffic. Projected travel demand volumes for Michigan Avenue prepared by CATS with all improvements from the 2010 Transportation System Plan in place, including the circulator, show in excess of 50,000 vehicles per day for Michigan Avenue south of Monroe Street.

Because the route alternative analysis for the circulator has not been completed, and because the location of the circulator on Michigan Avenue would seriously compromise the ability to function as an SRA, the recommended improvements for Michigan Avenue do not include any improvements related to the circulator. To accommodate the circulator on Michigan Avenue as well as provide for other SRA traffic, a major expansion of the roadway cross-section would be required, as would widening of intersections to allow for turning lanes; and without additional right-of-way, the width of the sidewalk areas would have to be significantly reduced.

2.6.2 RECOMMENDED TRANSIT IMPROVEMENTS

The following are the general types of recommended improvements for transit facilities. Specific recommended improvements for each segment of Michigan Avenue are discussed in Section Three for the respective route segments.

Bus Stops

The existing system of staggered block locations appears to work well. Conflict with right-turn movements of general traffic is reduced and spacing adequate. Therefore, no change in the overall system is recommended. However, conversion of near-side stops (located before the intersection) to far-side stops (located beyond the intersection) should be considered in selected locations to improve traffic flow.

One element that is consistently lacking on Michigan Avenue is shelters for waiting passengers. Usage of building lobbies by waiting passengers can be observed. Although some buildings are open well into the evenings hours, this type of informal usage is not a substitute for permanent shelter facilities. It is recommended that curbside shelters be provided at all bus stops. At some locations it may be possible to provide shelters within future development rather than within the right-of-way. However, these opportunities are likely to be limited, given the existing intensity of development and extent of recent redevelopment.

Transfer Points

Opportunities to transfer from buses on Michigan Avenue to the proposed downtown circulator system will occur on the Riverbank line at the Wrigley building and at the old Water Tower pumping station at Chicago Avenue. At these locations, bus stops should be characterized by large shelters or kiosks, as well as high quality informational graphics. Because the Riverbank line would run below Michigan Avenue, consideration should be given to full, below grade passenger access from both sides of Michigan Avenue to the Riverbank line stations.

Taxi Stands

To improve Michigan Avenue traffic flow and safety, taxis should not be permitted to load and discharge passengers on the avenue. Well marked, sheltered taxi stands should be

established on the near side of intersecting cross streets at appropriate locations. Off-street locations which do not have direct access to Michigan Avenue, such as the stand on the east side of Water Tower Place, should remain in place. Locations of stands should be identified by graphic signage system on Michigan Avenue, and provision of shelters at the designated stands could also be considered.

2.7 SUMMARY OF MICHIGAN AVENUE SRA CONSTRUCTION COST ESTIMATES

A summary of the construction cost estimates for the recommended improvements to Michigan Avenue (in 1991 dollars) is shown in *Table 2.5*.

Table 2.5 Construction Cost Estimates - Michigan Avenue	
Improvement	Estimated Cost
Resurfacing (Roosevelt Road to Lake Shore Drive)	\$2,350,000
Sidewalk Widening (Roosevelt Road to Monroe Street)	\$50,000
Grant Park Parking Exit Reconstruction (Median Barrier)	\$20,000
Pavement Widening (Randolph Street to Wacker Drive; Pearson Street to Oak Street)	\$100,000
Median Barrier Removal (Walton Street to Oak Street)	\$30,000
Relocation of Bus Stops and Installation of Bus Shelters	\$1,000,000
Total Estimated Cost for All Improvements	\$3,550,000

Because no major reconstruction is involved, all of the improvements recommended for Michigan Avenue are considered to be low-cost improvements which could be accomplished as required.

Costs associated with the renovation of the Chicago River bridge and Michigan Avenue viaduct and with the installation of a new signal system on Michigan Avenue are not included, as these are currently programmed projects. Also not included in the SRA construction cost estimates are costs associated with the Central Area Circulator; definitive costs for this project related to Michigan Avenue will depend upon the final alignments selected in the various corridors now under study.

2.8 OTHER ALTERNATIVES CONSIDERED

In addition to the recommended improvements described in Section Three of this report, two alternate configurations were analyzed for Michigan Avenue:

Center Flow Bus Lanes with median loading platforms and two through traffic lanes in each direction; and

Boulevard with landscaped median treatment, prohibition of left-turns and three through lanes in each direction.

Because both of these alternates would necessitate a change in the function of Michigan Avenue, both within the SRA system and within the overall Central Area Street network, neither alternate is recommended for implementation as part of the SRA program.

SECTION THREE ROUTE ANALYSIS

3.1 SRA SEGMENT 1: ROOSEVELT ROAD TO CONGRESS PARKWAY

3.1.1 LOCATION

Michigan Avenue Segment 1 extends from Roosevelt Road to Congress Parkway. This segment is 0.6 miles in length. (See *Figure 3.1.*) Both Roosevelt Road and Congress Parkway are designated as urban SRA routes.

3.1.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for this segment are shown on Route Map A-1.

Traffic Volumes

Average Annual Daily Traffic (AADT) volumes north of Roosevelt Road on this segment range between 18,000 and 26,000 vehicles per day, based upon the most recent traffic counts by the City of Chicago.

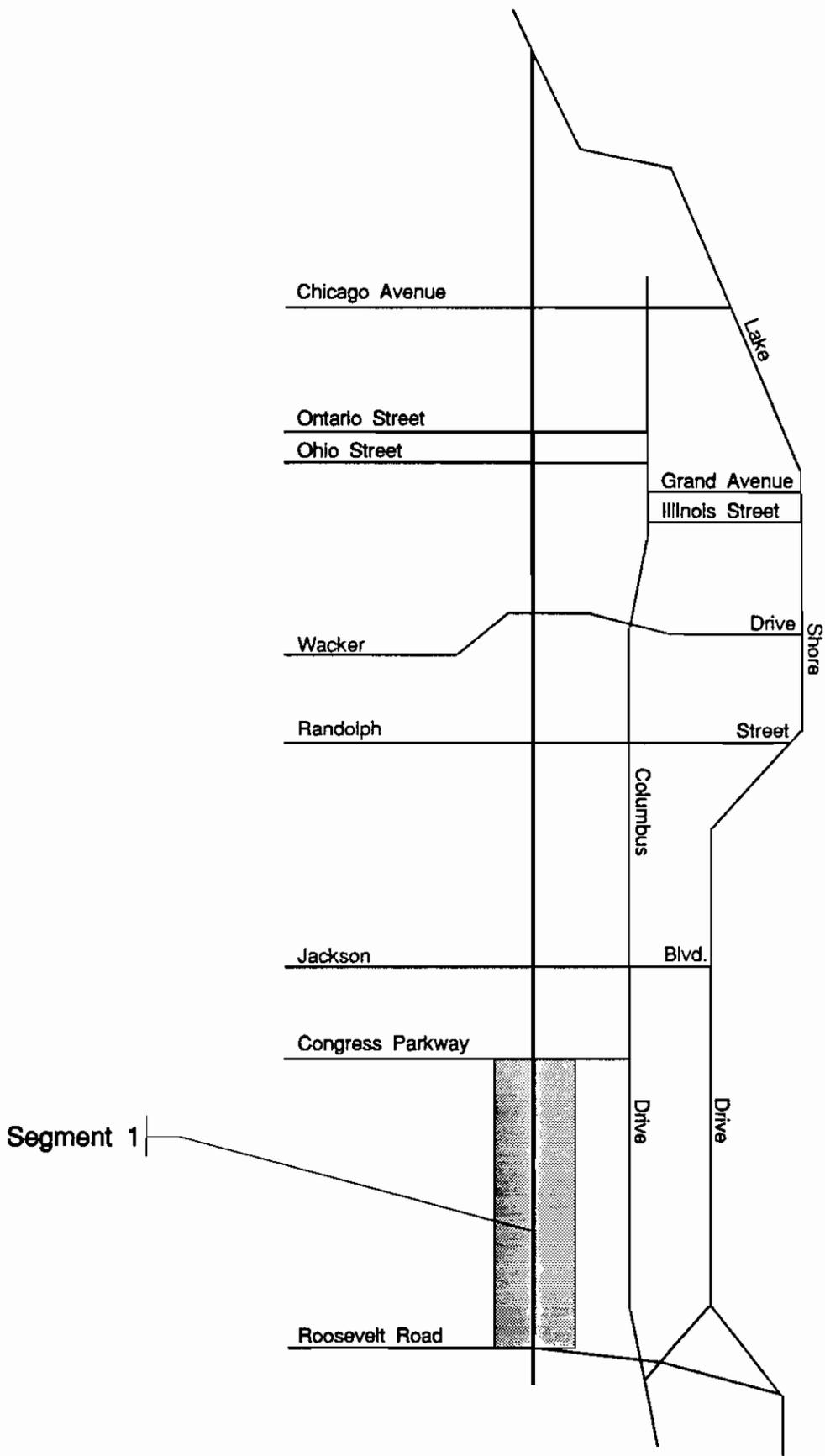
Table 3.1 Traffic Volumes		
Location	Volume⁽¹⁾	Estimated AADT⁽²⁾
Roosevelt Road	16,443	18,909
9th Street	16,760	19,274
8th Street	22,809	26,230
Harrison Street	16,520	18,998
⁽¹⁾ 14-Hour Volume Counts (6am to 8pm), City of Chicago, Bureau of Street Traffic (1982-1986) ⁽²⁾ The estimated AADT is 1.15 times the 14-Hour Volume Count.		

Right-of-Way

The effective right-of-way width throughout this segment is 130 feet. Between Harrison and 11th Streets, there is a platted 90-foot right-of-way, alongside a 40-foot strip on the west edge of Grant Park designated as a "Park Drive." Existing improvements on Michigan Avenue utilize both the right-of-way and the Park Drive. The remainder of this segment has a platted 130-foot wide right-of-way.

Pavement Width and Number of Lanes

The existing roadway pavement width between Roosevelt Road and 11th Street is 98 feet; between 11th Street and Congress Parkway, the pavement width is 87 feet.



MICHIGAN AVENUE
SECTION 3: Route Analysis - Roosevelt Road to Congress Parkway

The existing roadway configuration is shown in *Table 3.2*.

Table 3.2 Existing Roadway Configuration		
	Northbound	Southbound
Roosevelt Road to 11th Street	4 lanes; parking permitted in curb lane except 7-9am and 4-6 pm	4 lanes; no parking permitted
11th Street to 8th Street	4 lanes; parking permitted in curb lane except 7-9am and 4-6pm	3 lanes; parking permitted in curb lane except 7-9am and 4-6pm
8th Street to Congress Parkway	4 lanes; parking permitted in curb lane except 7-9am and 4-6pm	3 lanes; no parking permitted
<p>Note: A 10-foot wide striped median separates the northbound and southbound lanes; at intersections where left turns are permitted, the median becomes a designated turn lane.</p>		

Traffic Signals

In Segment 1 of Michigan Avenue there are eight signalized intersections. They are listed in *Table 3.3*. All signals are pretimed with a 65-second cycle length.

Parking and Sidewalks

On-street parking is permitted except during rush hours (7 to 9 am and 4 to 6 pm) on both sides of the street between Roosevelt Road and 8th Street, but only on the east side between 8th Street and Congress Parkway. All parking is metered.

There are sidewalks on both sides of the street. The sidewalk width is typically 15 feet south of 8th Street; north of 8th Street, widths are typically 20 to 22 feet.

MICHIGAN AVENUE
SECTION 3: Route Analysis - Roosevelt Road to Congress Parkway

Table 3.3 Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	NB	SB	Left	Right	
Roosevelt Road	3	3	SB	NO	
Grant Park Parking Lot	3	3	SB	NO	
11th Street	3	3	NB	NO	
9th Street	3	3	NB	NO	
8th Street	3	3	NB	NO	
Balbo Drive	3	3	YES	NO	
Harrison Street	3	3	YES	NO	
Congress Parkway	3	2	NO	SB	
Note: SB = southbound only; NB = northbound only					

Transit

Twelve CTA bus routes run on this segment, but only four routes (one of which provides rush hour service only) run along the entire segment, as shown in the following *Table 3.4*. The maximum number of buses on this segment in the peak hour is 131 between Balbo and Harrison; north of Harrison there are 108 buses in the peak hour, while south of Balbo the peak hour number drops to 53.

The only bus route crossing Michigan Avenue in this segment is the #12 Roosevelt route on Roosevelt Road. The Harrison and Jackson routes use Michigan Avenue for turning at the east end of their routes.

Bus stops are located at every block between Roosevelt and Harrison on the east side of Michigan and at every block on the west side except for 9th Street. All stops except at Roosevelt and northbound at 11th and Balbo are near side stops (that is, before the intersection). The only stops with shelters are at Roosevelt southbound and at 11th and 9th Streets northbound.

The Roosevelt Road station of the Metra Electric (ICG) line (also with service by South Shore trains) is located 500 feet east of Michigan Avenue between Roosevelt Road and 11th Street. A partially covered walkway links the station to Michigan Avenue. However, according to Metra's 1989 counts, less than 300 weekday riders used this station; this is only four percent of the number using the Van Buren Station and less than two percent of the number using the Randolph Station.

MICHIGAN AVENUE
SECTION 3: Route Analysis - Roosevelt Road to Congress Parkway

Table 3.4 CTA Bus Routes			
	Route	Location	Peak Hour Number of Buses ⁽¹⁾
1	Indiana/Hyde Park	Roosevelt-Congress	7
3	King Drive	Roosevelt-Congress	16
4	Cottage Grove	Roosevelt-Congress	17
129	NorthWestern/Franklin ⁽²⁾	Roosevelt-Congress	13
2	Hyde Park Exp ⁽²⁾	Balbo-Harrison	7
146	Michigan/Marine Exp	Balbo-Harrison	16
6	Jeffrey Exp	Balbo-Congress	13
14	S. Lake Shore Exp ⁽²⁾	Balbo-Congress	42
127	McCormick Pl/NW Station	Balbo-Congress	9
130	Grant Park	Balbo-Congress	N/A ⁽³⁾
7	Harrison	Harrison-Congress	N/A ⁽⁴⁾
126	Jackson	Harrison-Congress	N/A ⁽⁴⁾
⁽¹⁾ Number for a one hour period during the morning rush hour ⁽²⁾ Rush hour service only ⁽³⁾ Operates off-peak only ⁽⁴⁾ Uses Michigan Avenue to turn at end of route			

Structures

There are no structures in this segment.

3.1.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 1 of Michigan Avenue include historic structures, noise sensitive land uses, public open space, and character of the street.

Historical Significance

There are four historic structures on this segment. They are listed in *Table 3.5*.

Noise Sensitive Land Uses

Noise sensitive land uses on this segment include the 11th Street Theatre, Blackstone Theatre, Spertus College and Museum of Judaica, and Columbia College.

Public Open Space

Grant Park is located on the east side of the route, beginning at Roosevelt Road and extending north beyond Congress Parkway. The park, which contains Buckingham

MICHIGAN AVENUE

SECTION 3: Route Analysis - Roosevelt Road to Congress Parkway

Name	Location	Type
Blackstone Theatre	60 East Balbo Drive	Ill. Hist. Struc. Surv.
Blackstone Hotel	80 East Balbo Drive	National Register
Congress Hotel	520 South Michigan Avenue	Ill. Hist. Struc. Surv.
Auditorium Theatre Annex	504 South Michigan Avenue	Ill. Hist. Struc. Surv.

Fountain, Logan Monument and numerous recreational opportunities, links Michigan Avenue to the lakefront.

Character of the Street

As one of the premier streets in Chicago, Michigan Avenue evokes an image based upon the character of the street. This character is a combination of many elements, including architecture and scale of buildings, diversity of use, concentrated pedestrian activity, landscape, and vistas. The roadway environment and the design and appearance of items such as lighting, signing and traffic control devices play a part in defining the character of the street. The concept of Michigan Avenue, as a grand boulevard, was part of the 1909 Chicago Plan prepared by Daniel Burnham.

3.1.4 DEVELOPMENT CHARACTERISTICS

Development characteristics for this segment are shown on Route Map B-1.

Type and Intensity of Development

With the exception of the existing public parking facility at the south end of Grant Park, the basic development types are well-established. Adjacent to the east side of Michigan Avenue, Grant Park provides open space which is primarily formal in character, with regular patterns of walks, lawns, flowerbeds and alleys of trees. Active recreation facilities in the Park are located further to the east across the depressed ICG rail right-of-way, and accessible by connections at 11th Street (pedestrians only) and Balbo Drive. The south end of Grant Park is now occupied by a public parking lot with access only from Michigan Avenue. The west side of Michigan is characterized by General Business District development, with the predominant uses being hotels and offices. There are also residential uses along with subsidiary retail uses. The intensity of development along this segment is not as uniformly high as it is farther north, although there is virtually continuous development along the west side of Michigan Avenue.

Development Access and Setback

With the exception of the block between Roosevelt Road and 11th Street, there are no existing curb cuts providing direct vehicular access to development from Michigan Avenue. Alleys are available for service access except between 9th and 11th. On the west side of

Michigan Avenue there is frequent use of the curb lane by vehicles loading and unloading passengers and goods along this segment.

As is typical in central business districts, there is no building setback requirement, and there is virtually continuous development along the west right-of-way line.

Future Development

Since 1987, development along this segment of Michigan Avenue has consisted primarily of renovation and adaptive reuse of existing structures. This has involved renovation of major hotels and conversion of former office or other non-residential buildings to residential use. Projects still underway are the conversion of 910 South Michigan to residential use and renovation of the Hotel Congress. A major project which is likely to have a major impact is the Central Station development south of Roosevelt Road. The adopted guidelines for this development would allow a maximum of over 19 million square feet of floor area on 72 acres, including 9,500 residential units; 3,500 hotel rooms; 7.5 million square feet of office; and 1 million square feet of retail space. As development of this scale takes place there is likely to be "spill-over" effects in nearby areas. This is likely to affect development north of Roosevelt Road, and may increase the intensity of development over the long-term, especially in the area south of 8th Street.

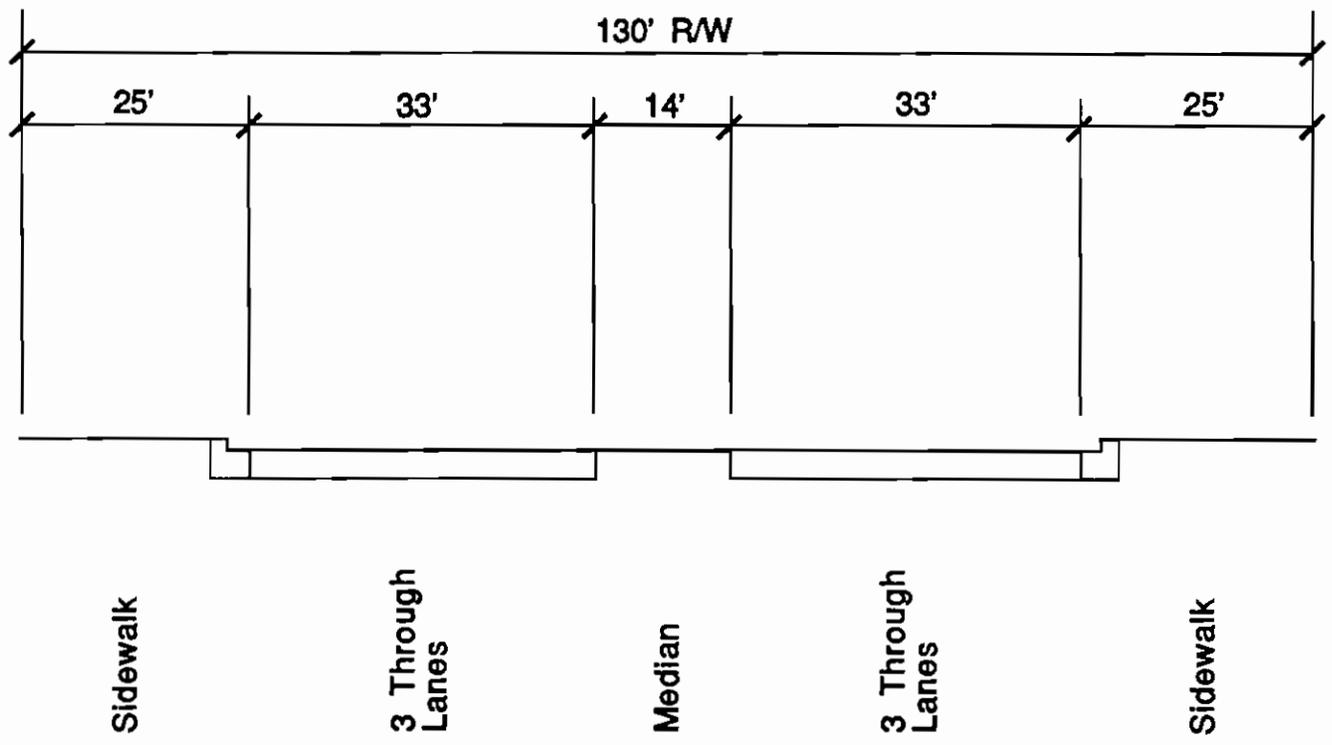
3.1.5 RECOMMENDED IMPROVEMENTS

Improvements to Michigan Avenue have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the avenue. While the projected 2010 travel demand is in excess of 50,000 vehicles per day, the character of the avenue, intensity of development and the need to provide for very high pedestrian volumes preclude widening the roadway to provide additional lanes.

While it is not feasible to provide a level of improvement which would provide capacity for the projected travel demand, a variety of improvements are recommended to improve the flow of traffic within the available capacity of the route. The improvements are divided into roadway, intersection, parking and access, traffic signalization, structural, transit facilities, and other improvements. Timing of improvements, right-of-way requirements, and potential environmental concerns. Recommended improvements are shown on Route Map C-1.

Roadway

The recommended roadway configuration for this segment provides a continuous cross-section with three through 11-foot wide lanes in each direction, with a 14-foot wide flush median. (See *Figure 3.2.*)



Section A-A
Recommended Roadway Typical Section
Roosevelt Road to Congress Parkway
Michigan Avenue
 prepared by Harland Bartholomew & Associates, Inc. Figure 3.2

Intersections

The recommended roadway configuration allows development of left-turn lanes within the median, and such turn lanes are provided northbound at 11th, 9th, 8th, Balbo and Harrison; and southbound at Harrison, Balbo and Roosevelt. Direct left-turn movements from Michigan to Congress Parkway would continue to be prohibited, with the Harrison extension east of Michigan providing access to Congress.

Parking and Access

Removal of all existing on-street parking in this segment is recommended. This will remove a source of friction with through traffic, and is necessary to provide the recommended 11-foot lane widths and 14-foot median width. Considering the large amount of off-street parking in the vicinity, no specific replacement facilities are proposed for the existing on-street spaces. It is recommended that no new curb cuts providing direct access to Michigan Avenue be allowed; all service, parking and other vehicular access should be from the side streets or alleys. As part of the adopted guidelines for the Central Station development south of Roosevelt Road, the existing parking lot at the south end of Grant Park is to be removed and the area returned to recreational use. This will also remove the access drive to the parking lot south of 11th Street.

Traffic Signalization

A synchronized signal system is recommended for the entire length of Michigan Avenue, including this segment. All existing signalized intersections should be incorporated in the system except for the existing signal at the Grant Park parking lot which is to be removed when the parking lot is discontinued. As synchronized systems are developed on the intersecting SRAs - Roosevelt Road and Congress Parkway - integration of the Michigan Avenue system into an overall network should be considered.

Structures

There are no structures in this segment, and no structural improvements are proposed.

Transit

To improve the overall flow of traffic on Michigan Avenue the following changes in the locations of bus stops should be considered in future operations:

Southbound

- Relocation of existing stops at 8th Street and 11th Street as "far-side" stops south of the intersections.
- Consolidation of the Harrison and Balbo stops into a single location south of Harrison.

Northbound

- Consolidation of the existing 8th and 9th Street stops into a single location south of 8th Street.
- Consolidation of the Balbo and Harrison stops into a single location north of Balbo.

These changes would improve the flow of right-turn traffic and maintain a relatively even spacing of stops along this segment.

All stops should be provided with shelters. A single, standard design compatible with the “boulevard” character of Michigan Avenue should be developed, and existing shelters at the southbound Roosevelt and northbound 11th Street stops should be replaced with the new design.

As part of the Central Station development, the existing Metra Electric lines (ICG) station north of Roosevelt Road is proposed to be relocated to a new facility south of Roosevelt Road. This relocation is contemplated as part of Phase II of the overall project and therefore may be many years away. In the interim, improved pedestrian walkway facilities from Michigan Avenue to the existing station would be desirable to encourage utilization of this facility.

Other Improvements

It is recommended that formal, consistent street tree and landscape planting be implemented for this segment of Michigan Avenue. This would reinforce the special character of Michigan Avenue.

3.1.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way is required.

3.1.7 POTENTIAL ENVIRONMENTAL CONCERNS

The primary environmental concern in this segment is the maintenance of the aesthetic character and use of Grant Park. Because no widening of the existing roadway or additional lanes are proposed, the impact of recommended improvements on the Park should not be significant.

3.2 SRA SEGMENT 2: CONGRESS PARKWAY TO RANDOLPH STREET

3.2.1 LOCATION

Michigan Avenue Segment 2 extends from Congress Parkway to Randolph Street. This segment is 0.6 miles in length. (See *Figure 3.3.*) Congress Parkway is also an urban SRA route.

3.2.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for this segment are shown on Route Map A-1.

Traffic Volumes

Average Annual Daily Traffic (AADT) volumes on this segment range between 24,000 and 36,000 vehicles per day, based upon the most recent traffic count by the City of Chicago.

Table 3.6 Traffic Volumes		
Location	Volume⁽¹⁾	Estimated AADT⁽²⁾
Van Buren Street	21,255	24,442
Monroe Street	32,128	36,947
Randolph Street	31,173	36,947
⁽¹⁾ 14-Hour Volume Counts (6am to 8pm), City of Chicago, Bureau of Street Traffic (1982-1986) ⁽²⁾ The estimated AADT is 1.15 times the 14-Hour Volume Count.		

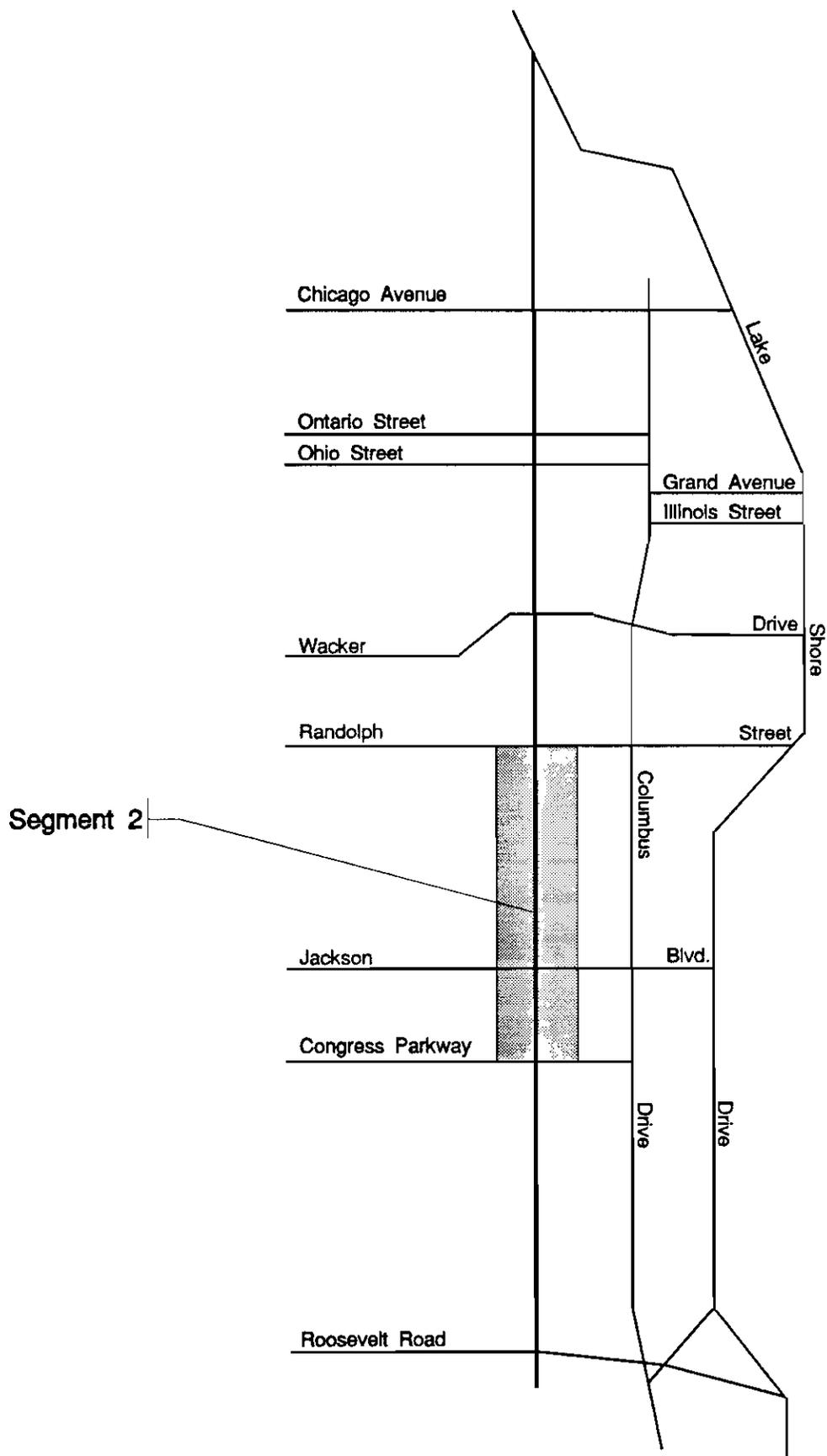
Right-of-Way

The effective right-of-way width throughout this segment is 130 feet. Between Harrison and 11th Streets, there is a platted 90-foot right-of-way, alongside a 40-foot strip on the west edge of Grant Park designated as a driveway. Existing improvements on Michigan Avenue utilize both the right-of-way and the driveway. The remainder of this segment has a platted 130-foot wide right-of-way.

Pavement Width and Number of Lanes

The existing roadway pavement width between Congress Parkway and Monroe Street is 87 feet; between Monroe Street and Randolph Street, the pavement width is 98 feet.

The existing roadway configuration is shown in *Table 3.7.*



Michigan Avenue

prepared by Harland Bartholomew & Associates, Inc.

Location Map

Figure 3.3

MICHIGAN AVENUE
SECTION 3: Route Analysis - Congress Parkway to Randolph Street

Table 3.7 Existing Roadway Configuration		
	Northbound	Southbound
Congress Parkway to Van Buren Street	4 lanes; parking permitted in curb lane except 7-9am and 4-6 pm	3 lanes; no parking permitted; right lane becomes right only at Congress Parkway
Van Buren Street to Adams Street	3 lanes; no parking permitted; left lane is combination through/left at Adams	3 lanes; no parking permitted; right lane becomes right only at Van Buren
Adams Street to Monroe Street	4 lanes; no parking permitted	4 lanes; no parking permitted; right lane becomes right only at Adams
Monroe Street to Madison Street	3 lanes; no parking permitted; left lane is combination through/left at Madison	3 lanes; no parking permitted
Madison Street to Washington Street	4 lanes; no parking permitted;	4 lanes; no parking permitted; right lane becomes right only at Madison
Washington Street to Randolph Street	3 lanes; no parking permitted	4 lanes; no parking permitted
Note: A 2- to 4-foot wide striped or raised concrete median separates the northbound and southbound lanes.		

Traffic Signals

In Segment 2 of Michigan Avenue there are eight signalized intersections. They are listed in *Table 3.8*. All signals are pretimed with a 65-second cycle length.

MICHIGAN AVENUE
SECTION 3: Route Analysis - Congress Parkway to Randolph Street

Table 3.8 Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	NB	SB	Left	Right	
Congress Parkway	3	2	NO	SB	
Van Buren Street	3	2	NB	SB	
Jackson Blvd/Drive	3	3	SB	NO	
Adams Street	3 ⁽¹⁾	3	NB	SB	
Monroe Street/Drive	4	4	SB ⁽²⁾	NO	
Madison Street	3 ⁽¹⁾	4 ⁽³⁾	NB	SB	
Washington Street	4 ⁽⁴⁾	4	NO	NO	
Randolph Street	3 ⁽⁵⁾	3	NB	YES	

Note: SB = southbound only; NB = northbound only
⁽¹⁾ Left lane is combined left turn/through
⁽²⁾ Dual left turn lanes
⁽³⁾ Left lane becomes channelized left turn lane for Monroe Drive
⁽⁴⁾ Right lane becomes channelized right turn lane for Randolph Street
⁽⁵⁾ There is also a combined through/right turn exit lane from Grant Park North garage.

Parking and Sidewalks

On-street parking is permitted except during rush hours (7 to 9 am and 4 to 6 pm) only on the east side between Congress Parkway and Van Buren Street. All parking is metered.

There are sidewalks on both sides of the street. The sidewalk width is typically in excess of 20 feet.

Transit

Seventeen CTA bus routes run on this segment, but only three routes (one of which provides rush hour service only) run along the entire segment, as shown in *Table 3.9*.

The maximum number of buses on this segment in the peak hour is 170 between Madison and Randolph; south of Madison the peak hour number drops to 97.

There are no bus routes crossing Michigan Avenue in this segment.

Bus stops are generally located at every other block in this segment. Most stops are near side stops (that is, before the intersection) or mid-block stops. The only stop with a shelter is between Adams and Madison northbound.

MICHIGAN AVENUE
SECTION 3: Route Analysis - Congress Parkway to Randolph Street

Table 3.9			
CTA Bus Routes			
	Route	Location	Peak Hour Number of Buses ⁽¹⁾
3	King Drive	Congress-Randolph	16
4	Cottage Grove	Congress-Randolph	17
6	Jeffrey Express	Congress-Randolph	13
14	S. Lake Shore Exp ⁽²⁾	Congress-Madison (NB) Congress-Washington (SB)	42
127	McCormick Pl/NW Station	Congress-Madison (NB) Congress-Washington (SB)	9
1	Indiana/Hyde Park	Congress-Adams (NB) Congress-Jackson (SB)	7
7	Harrison	Congress-Adams (NB) Congress-Jackson (SB)	N/A ⁽⁴⁾
126	Jackson	Congress-Adams (NB) Congress-Jackson (SB)	N/A ⁽⁴⁾
129	Northwestern/Franklin ⁽²⁾	Congress-Adams (NB) Congress-Jackson (SB)	13
130	Grant Park	Congress-Adams (NB) Congress-Jackson (SB)	N/A ⁽³⁾
60	Blue Island/26th	Jackson-Randolph	N/A ⁽⁴⁾
56	Milwaukee	Washington-Randolph (NB) Madison-Randolph (SB)	N/A ⁽⁴⁾
157	Streeterville	Washington-Randolph (NB) Madison-Randolph (SB)	10
145	Wilson/Michigan Exp	Washington-Randolph (NB) Congress-Randolph (SB)	16
147	Outer Drive Exp	Washington-Randolph (NB) Congress-Randolph (SB)	14
151	Sheridan	Washington-Randolph (NB) Congress-Randolph (SB)	33
20	Madison	Washington-Madison (SB)	N/A ⁽⁴⁾
131	Washington	Washington-Madison (SB)	N/A ⁽⁴⁾
⁽¹⁾ Number for a one hour period during the morning rush hour ⁽²⁾ Rush hour service only ⁽³⁾ Operates off-peak only ⁽⁴⁾ Uses Michigan Avenue for turning movements			

MICHIGAN AVENUE

SECTION 3: Route Analysis - Congress Parkway to Randolph Street

Two stations of the Metra Electric (ICG) line (also with service by South Shore trains) are located just east of Michigan Avenue. According to Metra's 1989 counts, over 27,000 riders board at these stations on an average weekday:

	<u>Metra</u>	<u>South Shore</u>
Van Buren Street	6,468	1,174
Randolph Street	<u>14,705</u>	<u>4,694</u>
TOTAL	21,173	5,868

Both stations are connected to Michigan Avenue by pedestrian facilities. The Randolph Street Station is also connected by the "Pedway" to the underground pedestrian system in the loop.

Structures

There are no structures in this segment.

3.2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 2 of Michigan Avenue include historical significance and sensitive land uses.

Historical Significance

There are 23 historic sites on this segment. They are listed in *Table 3.10*.

Noise Sensitive Land Uses

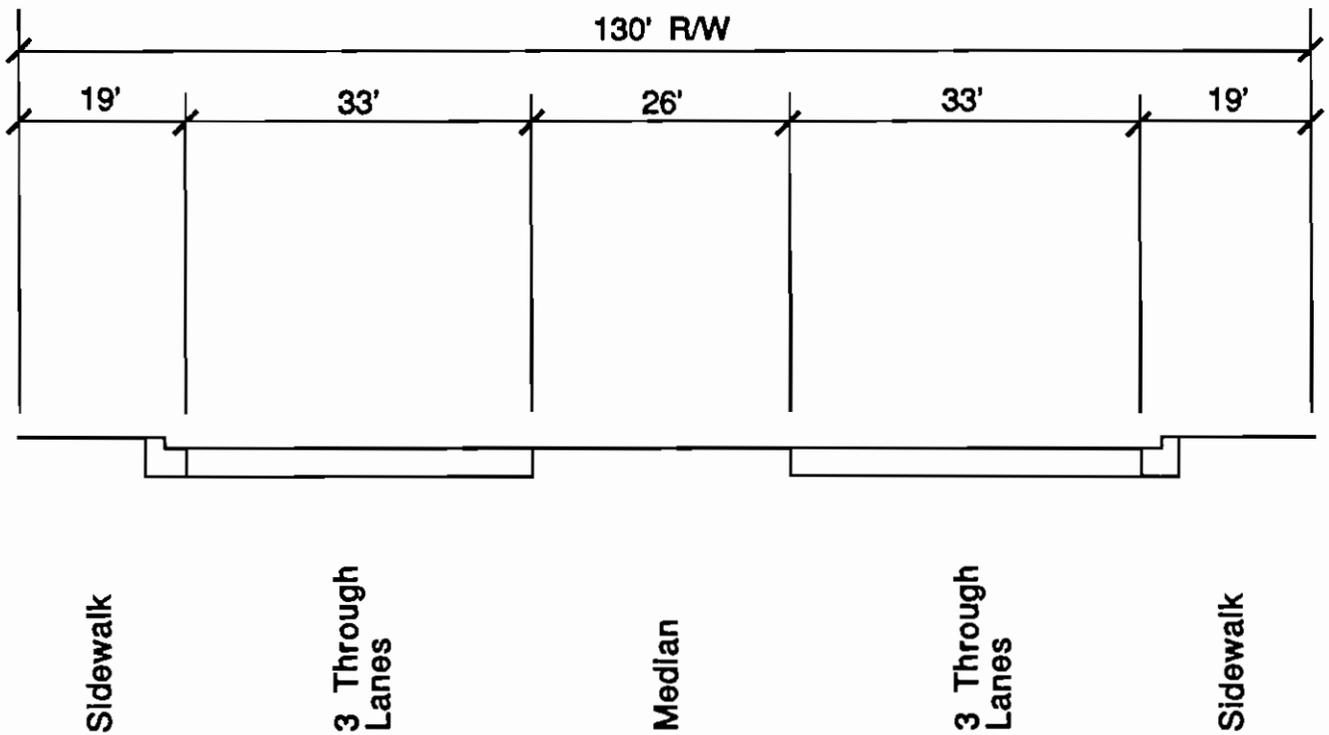
Sensitive land uses on this segment Auditorium Theatre, Roosevelt University, Studebaker Theatre, World Playhouse, Orchestra Hall, the Art Institute and Goodman Theatre, American Conservatory of Music and the Chicago Public Library (Cultural Center).

Public Open Space

Grant Park is located on the east side of Michigan Avenue from Roosevelt Road to Randolph Street. The park, which contains Buckingham Fountain, Logan Monument and numerous recreational opportunities, links Michigan Avenue to the lakefront.

Character of the Street

As one of the premier streets in Chicago, Michigan Avenue evokes an image based upon the character of the street. This character is a combination of many elements, including architecture and scale of buildings, diversity of use, concentrated pedestrian activity, landscape, and vistas. The roadway environment and the design and appearance of items such as lighting, signing and traffic control devices play a part in defining the character of the street. The concept of Michigan Avenue, as a grand boulevard, was part of the 1909 Chicago Plan prepared by Daniel Burnham.



Michigan Avenue **Section B-B**
Recommended Roadway Typical Section
Monroe Street to Randolph Street
 prepared by Harland Bartholomew & Associates, Inc. **Figure 3.5**

MICHIGAN AVENUE
SECTION 3: Route Analysis - Congress Parkway to Randolph Street

Table 3.10 Historical Significance		
Name	Location	Type
Auditorium Theatre	430 South Michigan Avenue	National Register
Studebaker Building	410-418 S. Michigan Avenue	National Register
Railway Exchange Building	80 East Jackson Boulevard	National Register
Orchestra Hall	220 South Michigan Avenue	National Register
Chapin and Gore Building	63 East Adams Street	National Register
People's Gas Building	122 South Michigan Avenue	National Register
Municipal Courts Building		National Register
Gage Group	18-30 South Michigan Avenue	National Register
Jeweler's Building	15-19 South Wabash Avenue	National Register
Chicago Cultural Center	78 East Washington Street	National Register
Statues /Pylons-Grant Park	Mich. Ave. and Congress Pkwy.	Ill. Hist. Struc. Surv.
Club	406 South Michigan Avenue	Ill. Hist. Struc. Surv.
Commercial Building	300 South Michigan Avenue	Ill. Hist. Struc. Surv.
Commercial Building	209 South Wabash Avenue	Ill. Hist. Struc. Surv.
Club Illinois Athletic	112 South Michigan Avenue	Ill. Hist. Struc. Surv.
Commercial Building	104 South Michigan Avenue	Ill. Hist. Struc. Surv.
Art Institute	Michigan Ave. and Adams St.	Ill. Hist. Struc. Surv.
Club (University)	73 East Monroe Street	Ill. Hist. Struc. Surv.
Club (Chicago Athletic)	12 South Michigan Avenue	Ill. Hist. Struc. Surv.
Commercial Building	37 South Wabash Avenue	Ill. Hist. Struc. Surv.
Commercial Building	6 North Michigan Avenue	Ill. Hist. Struc. Surv.
Commercial Building	137-139 N. Wabash Ave.	Ill. Hist. Struc. Surv.
Beaubien Marker	SW crnr of Rndlph and Michigan	Ill. Hist. Lndmk. Surv.

3.2.4 DEVELOPMENT CHARACTERISTICS

Development characteristics for this segment are shown on Route Map B-1.

Type and Intensity of Development

Within this segment of Michigan Avenue, the basic development types are well-established. Adjacent to the east side of Michigan Avenue, Grant Park provides open space which is primarily formal in character, with regular patterns of walks, lawns, flowerbeds and alleys

of trees. The west side of Michigan is characterized by General Business District development, with the predominant uses being offices with ground floor retail uses. The intensity of development along this segment is higher than to the south, and there is continuous development along the west side of Michigan.

This segment also has a number of prominent cultural facilities including the Auditorium Theatre, the Fine Arts Building, Orchestra Hall, The Art Institute and the Chicago Cultural Center. Several universities also have facilities along this segment including Roosevelt University, DePaul University and National-Louis University.

Development Access and Setback

In this segment there are no existing curb cuts providing direct vehicular access to development from Michigan Avenue. Alleys are available west of Michigan Avenue in most blocks for service access. However, there is frequent use of the curb lane by vehicles loading and unloading passengers and goods along this segment.

As is typical in Central Business Districts, there is no building setback requirement, and there is continuous development along the west right-of-way line.

Future Development

With the well-established pattern of development along this segment, there have been virtually no new construction or major renovation projects in the past few years. The only project has involved the ongoing renovation and expansion of the Art Institute; major portions of this work were completed in 1989, and additional work is currently underway.

3.2.5 RECOMMENDED IMPROVEMENTS

Improvements to Michigan Avenue have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the avenue. While the projected 2010 travel demand is in excess of 50,000 vehicles per day, the character of the avenue, intensity of development and the need to provide for very high pedestrian volumes preclude widening the roadway to provide additional lanes.

While it is not feasible to provide a level of improvement which would provide capacity for the projected travel demand, a variety of improvements are recommended to improve the flow of traffic within the available capacity of the route. The improvements are divided into roadway, intersection, parking and access, traffic signalization, structural, transit facilities, and other improvements. Timing of improvements, right-of-way requirements, and potential environmental concerns are also addressed in this section. Recommended improvements are shown on Route Map C-1.

Roadway

The recommended roadway configuration for this segment provides a continuous cross-section with three 11-foot wide through lanes in each direction, with a 14-foot wide painted median between Congress Parkway and Monroe Street. (See *Figure 3.4.*) North of Monroe Street, the recommended roadway configuration includes a 26-foot wide median, along with three 11-foot wide through lanes in each direction. (See *Figure 3.5.*) The additional median width provides space for the Grant Park North Garage entrance and exit, located south of Randolph Street and north of Monroe Street respectively.

Intersections

The recommended roadway configuration allows development of left-turn lanes within the median, and single left-turn lanes are provided northbound at Van Buren Street, Adams Street, Madison Street and Randolph Street; and southbound at Jackson Street. Direct left-turn movements from Michigan to Congress Parkway would continue to be prohibited with the Harrison extension east of Michigan providing access to Congress.

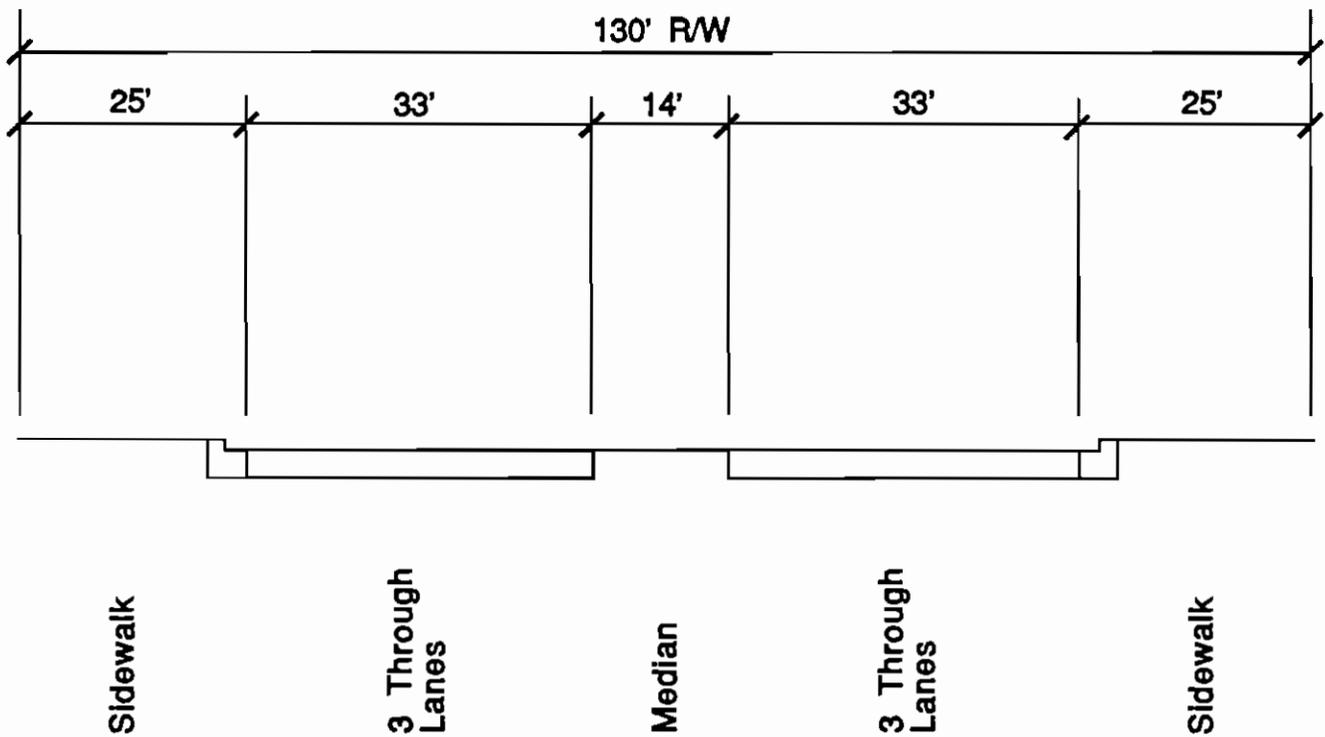
Southbound at Monroe, dual left-turn lanes are maintained, one for Michigan Avenue traffic and one for traffic exiting the Grant Park North Garage. The lane for Michigan Avenue traffic would continue to be located east of the garage exit, with the lane extending north of the Washington intersection. Northbound at Randolph, dual right-turn lanes are maintained, one for Michigan Avenue traffic and one for traffic exiting the Grant Park North Garage. Currently, traffic from the garage at both Monroe and Randolph is allowed to turn (left or right, respectively) or to go through on Michigan Avenue. The merging to the through lanes occurs in the Randolph intersection and in a very short distance before the Monroe intersection. These merging movements are made with very restricted sight lines and disrupt through traffic. Elimination of through movements from these exits to Michigan Avenue is recommended. The turning movements to eastbound Monroe and Randolph would allow garage traffic to use Columbus Drive and Lake Shore Drive, which are also SRAs, as primary access routes.

Parking and Access

Removal of all existing on-street parking between Congress Parkway and Van Buren Street is recommended. This will remove a source of friction with through traffic, and is necessary to provide the recommended 11-foot lane widths and 14-foot median width. Considering the large amount of off-street parking supply in the vicinity, no specific replacement facilities are proposed for the existing on-street spaces. It is recommended that no new curb cuts providing direct access to Michigan Avenue be allowed; all service, parking and other vehicular access should be from the side streets or alleys.

Traffic Signalization

A synchronized signal system is recommended for the entire length of Michigan Avenue, including this segment. As synchronized systems are developed on intersecting SRA's, such



Michigan Avenue **Section A-A**
Recommended Roadway Typical Section
Congress Parkway to Monroe Street
 prepared by Harland Bartholomew & Associates, Inc. **Figure 3.4**

as Congress Parkway, integration of the Michigan Avenue system into an overall network is recommended.

Structures

There are no structures in this segment, and no structural improvements are proposed.

Transit

To improve the overall flow of traffic on Michigan Avenue the following changes in the locations of bus stops should be considered in future operations:

Southbound

- Consolidation of the Randolph Street and Washington Street stops into a single location south of Randolph Street.

Northbound

- Consolidation of the two existing stops between Jackson Street and Monroe Street into a single location.

These changes would improve the flow of traffic and maintain a relatively even spacing of stops along this segment.

All stops should be provided with shelters. A single standard design compatible with the "boulevard" character of Michigan Avenue should be developed, and existing shelters at the southbound Randolph Street and northbound Monroe Street stops should be replaced with the new design.

Other Improvements

It is recommended that formal, consistent street tree and landscape planting be implemented for this segment of Michigan Avenue. This would reinforce the special character of Michigan Avenue.

3.2.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way is required.

3.2.7 POTENTIAL ENVIRONMENTAL CONCERNS

The primary environmental concerns in this segment are the maintenance of the historic and architectural character of the landmark structures, and the aesthetic character and use of Grant Park. Because no widening of the existing roadway or additional lanes are proposed, the impact of recommended improvements should not be significant.

3.3 SRA SEGMENT 3: RANDOLPH STREET TO WACKER DRIVE

3.3.1 LOCATION

Michigan Avenue Segment 3 extends from Randolph Street to Wacker Drive. (See Figure 3.6.) This segment is 0.6 miles in length. Wacker Drive is also an urban SRA route.

3.3.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for this segment are shown on Route Map A-1.

Traffic Volumes

The Average Annual Daily Traffic (AADT) volume north of Randolph Street on this segment is over 34,000 vehicles per day, based upon the most recent traffic count by the City of Chicago.

Table 3.11 Traffic Volumes		
Location	Volume⁽¹⁾	Estimated AADT⁽²⁾
North of Randolph Street	30,225	34,759

⁽¹⁾14-Hour Volume Counts (6am to 8pm), City of Chicago, Bureau of Street Traffic (1984)
⁽²⁾The estimated AADT is 1.15 times the 6am to 8pm volume.

Right-of-Way

The right-of-way width throughout this segment is 127.5 feet.

Pavement Width and Number of Lanes

The existing roadway pavement width ranges between 72 and 76 feet.

The existing roadway configuration is three through lanes in each direction, separated by a raised concrete median 3 to 4 feet in width. Left-turn lanes are provided except at Wacker Drive; a separate right-turn lane is provided only at Randolph.

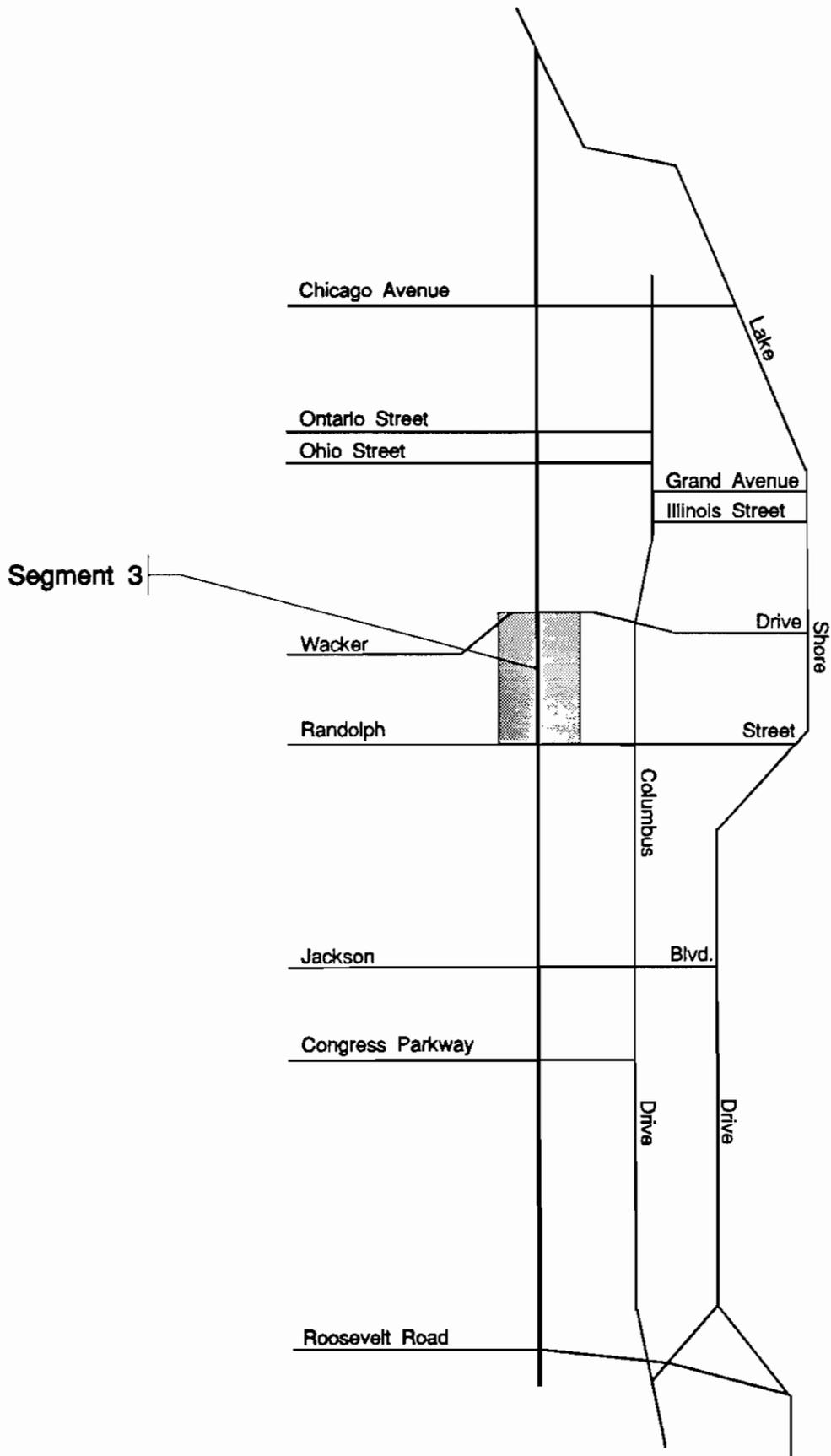
Traffic Signals

In Segment 3 of Michigan Avenue there are four signalized intersections. They are listed in Table 3.12. All signals are pretimed with a 65-second cycle length.

Parking and Sidewalks

On-street parking is not permitted in this segment.

There are sidewalks on both sides of the street. The sidewalk width is typically 20 feet or more.



Michigan Avenue

prepared by Harland Bartholomew & Associates, Inc.

Location Map

Figure 3.6

MICHIGAN AVENUE
SECTION 3: Route Analysis - Randolph Street to Wacker Drive

Table 3.12 Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	NB	SB	Left	Right	
Randolph Street	4 ⁽¹⁾	3	NB	YES	
Lake Street	3	3	YES	NO	
South Water Street	3	3	YES	NO	
Wacker Drive	3	3	NO	NO	
Note: SB = southbound only; NB = northbound only ⁽¹⁾ Right turn lane is combined through/right turn exiting from Grant Park North garage					

Transit

Eight CTA bus routes run on this segment, but only three routes run along the entire segment, as shown in *Table 3.13*.

Table 3.13 CTA Bus Routes			
	Route	Location	Peak Hour Number of Buses⁽¹⁾
3	King Drive	Randolph-Wacker	16
147	Outer Drive Exp	Randolph-Wacker	14
151	Sheridan	Randolph-Wacker	33
145	Wilson/Michigan Exp	Lake-Wacker	16
446	Marine/Michigan Exp	Lake-Wacker (NB)	16
4	Cottage Grove	South Water-Randolph (SB)	17
6	Jeffrey Express	Randolph-South Water (NB)	13
56	Milwaukee ⁽²⁾	Washington-Randolph (NB)	N/A
⁽¹⁾ Number for a one hour period during the morning rush hour ⁽²⁾ Uses Michigan Avenue for turning movements			

The maximum number of buses on this segment in the peak hour is 125 between Randolph and South Water; north of Randolph there are 95 buses in the peak hour.

The only bus route crossing Michigan Avenue in this segment is the #16 Lake Route (westbound) on Wacker (eastbound) and South Water.

Bus stops are located at Randolph and South Water on the west side of Michigan and at every block on the east side except for Lake Street. All stops except at northbound Randolph are

MICHIGAN AVENUE
SECTION 3: Route Analysis - Randolph Street to Wacker Drive

near side stops (that is, before the intersection). The only stops with shelters are at Randolph southbound and at South Water Street northbound.

There are no other transit facilities along this segment of Michigan Avenue.

Structures

There is one structure in this segment, carrying Michigan Avenue over the lower level of Wacker Drive. It is shown in *Table 3.14*.

Table 3.14 Existing Structures					
Structure	No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Lower Wacker	016-6121	Michigan Avenue	N/A	82'	SRA over
Note: N/A=Not Applicable					

3.3.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 3 include sites and structures of historical significance, a sensitive land use and the character of the street.

Historical Significance

There are six historic sites on this segment. They are listed in *Table 3.15*.

Table 3.15 Historical Significance		
Name	Location	Type
Commercial Building	230 North Michigan Avenue	III. Hist. Struc. Surv.
Commercial Building	66 East South Water Street	III. Hist. Struc. Surv.
Commercial Building	323 North Michigan Avenue	III. Hist. Struc. Surv.
Commercial Building	333 North Michigan Avenue	III. Hist. Struc. Surv.
Commercial Building	336 North Michigan Avenue	III. Hist. Struc. Surv.
Fort Dearborn Site	SW crnr of Wacker and Michigan	III. Hist. Lndmk. Surv.

Noise Sensitive Land Uses

A sensitive land use on this segment is the Seventeenth Church of Christ Scientist.

Character of the Street

As one of the premier streets in Chicago, Michigan Avenue evokes an image based upon the character of the street. This character is a combination of many elements, including

architecture and scale of buildings, diversity of use, concentrated pedestrian activity, landscape, and vistas. The roadway environment and the design and appearance of items such as lighting, signing and traffic control devices play a part in defining the character of the street. The concept of Michigan Avenue as a grand boulevard was part of the 1909 Chicago Plan prepared by Daniel Burnham.

3.3.4 DEVELOPMENT CHARACTERISTICS

Development characteristics for this segment are shown on Route Map B-1.

Type and Intensity of Development

As in the segments south of Randolph Street, the basic development types are well-established. Both sides of Michigan are characterized by General Business District development, with the predominant use being offices with ground floor retail. There are also residential uses along with subsidiary retail uses. The intensity of development along this segment is higher than for segments south of Randolph, and there is continuous development along both sides of Michigan.

East of Michigan Avenue, between Lake Street and Wacker Drive is Illinois Center, one of the largest planned developments in Chicago. Development of Illinois Center has been underway for nearly 20 years. Illinois Center is a true mixed-use development, with offices, hotels, retail and residential uses, many of which are connected above or below grade. Vehicular access and circulation within the center is also multi-level. The portion of Illinois Center nearest Michigan Avenue is nearly complete, with the primary development type being office towers connected by an underground retail mall. Primary access for traffic from Michigan Avenue is via the easterly extension of South Water Street, which carries three levels of traffic.

Development Access and Setback

There are no existing curb cuts providing direct vehicular access to development from Michigan Avenue. Alleys are available for service access except between 9th and 11th. On both sides of Michigan Avenue there is frequent use of the curb lane by vehicles loading and unloading passengers and goods along this segment.

As is typical in Central Business Districts, there is no building setback requirement, and there is virtually continuous development along the right-of-way lines.

Future Development

Over the next 20 years, Illinois Center will be the primary focus of development in relation to this segment of Michigan Avenue. The construction of the third building, of 900,000 square feet, in the Boulevard Towers office complex will essentially complete development at the west end of Illinois Center. Future phases of Illinois Center development are concentrated east of Columbus Drive. No other major projects have been proposed for this segment.

3.3.5 RECOMMENDED IMPROVEMENTS

Improvements to Michigan Avenue have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the Avenue. While the projected 2010 travel demand is in excess of 50,000 vehicles per day, the character of the Avenue, intensity of development and the need to provide for very high pedestrian volumes preclude widening the roadway to provide additional lanes.

While it is not feasible to provide a level of improvement which would provide capacity for the projected travel demand, a variety of improvements are recommended to improve the flow of traffic within the available capacity of the route. The improvements are divided into roadway, intersection, parking and access, traffic signalization, structural, transit facilities, and other improvements. Timing of improvements, right-of-way requirements, and potential environmental concerns are also addressed in this section. Recommended improvements are shown on Route Map C-1.

Roadway

The recommended roadway configuration for this segment provides a continuous cross-section with three 11-foot wide through lanes in each direction, with a 14-foot wide painted median. (See *Figure 3.7.*)

Intersections

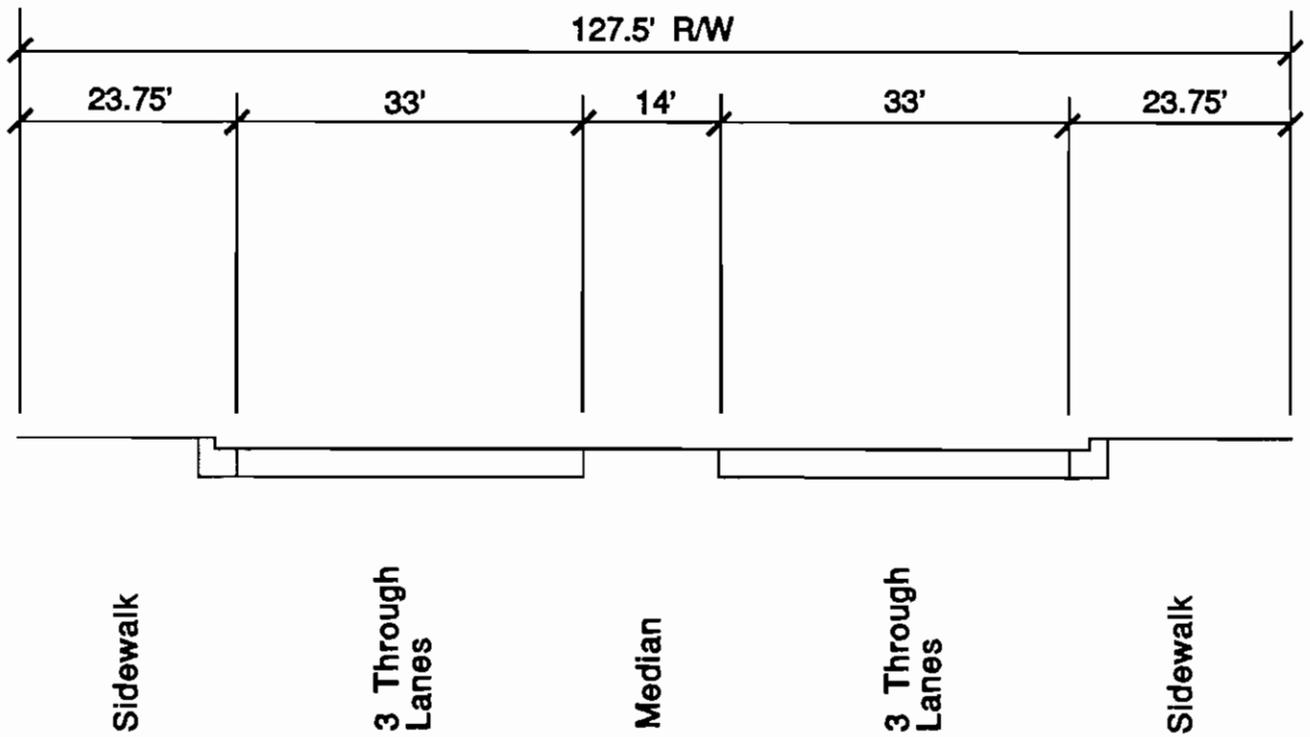
The recommended roadway configuration allows development of left-turn lanes within the median, and such turn lanes are provided both north and southbound at Lake and South Water Streets. Direct left-turn movements from northbound Michigan to Wacker Drive would continue to be prohibited. South Water Street would continue to provide access to Wacker.

Parking and Access

Continued prohibition of all existing on-street parking in this segment is recommended. It is recommended that no new curb cuts providing direct access to Michigan Avenue be allowed; all service, parking and other vehicular access should be from the side streets or alleys.

Traffic Signalization

A synchronized signal system is recommended for the entire length of Michigan Avenue, including this segment. All existing signalized intersections should be incorporated in the system. As synchronized systems are developed on the intersecting SRA's, such as Wacker Drive, integration of the Michigan Avenue system into an overall network should be considered.



Michigan Avenue

**Section C-C
Recommended Roadway Typical Section
Randolph Street to Wacker Drive**

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.7

Structures

There are no structural improvements proposed in this segment.

Transit

To improve the overall flow of traffic on Michigan Avenue the following changes in the locations of bus stops should be considered in future operations:

Southbound

- Relocation of the existing stop at South Water Street and 11th Street as a far-side stop south of the intersection.

Northbound

- Consolidation of the existing South Water and Wacker stops into a single location north of South Water Street.

These changes would improve the flow of right-turn traffic and maintain a relatively even spacing of stops along this segment.

All stops should be provided with shelters. A single standard design compatible with the "boulevard" character of Michigan Avenue should be developed.

Other Improvements

It is recommended that formal, consistent street tree and landscape planting be implemented for this segment of Michigan Avenue. This would reinforce the special character of Michigan Avenue.

3.3.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way is required.

3.3.7 POTENTIAL ENVIRONMENTAL CONCERNS

A potential environmental concern in this segment is the effect on the historic and architectural character of landmark structures. Because no change in character of the existing roadway or additional lanes are proposed, the impact of recommended improvements should not be significant.

3.4 SRA SEGMENT 4: WACKER DRIVE TO OHIO STREET

3.4.1 LOCATION

Michigan Avenue Segment 4 extends from Wacker Drive to Ohio Street. This segment is 0.25 miles in length. (See *Figure 3.8*.) Wacker Drive and Ohio/Ontario Streets are also urban SRA routes.

3.4.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for this segment are shown on Route Map A-1.

Traffic Volumes

The Average Annual Daily Traffic (AADT) volume south of Ohio Street on this segment is over 37,000 vehicles per day, based upon the most recent traffic count by the City of Chicago.

Table 3.16 Traffic Volumes		
Location	Volume⁽¹⁾	Estimated AADT⁽²⁾
South of Ohio Street	32,249	37,362
⁽¹⁾ 14-Hour Volume Counts (6am to 8pm), City of Chicago, Bureau of Street Traffic (1983) ⁽²⁾ The estimated AADT is 1.15 times the 6am to 8pm volume.		

Right-of-Way

The right-of-way width throughout this segment is 141 feet; except south of Hubbard Street, where the right-of-way flares to a maximum of nearly 300 feet at the Chicago River.

Pavement Width and Number of Lanes

The existing roadway pavement width in this segment is 80 feet.

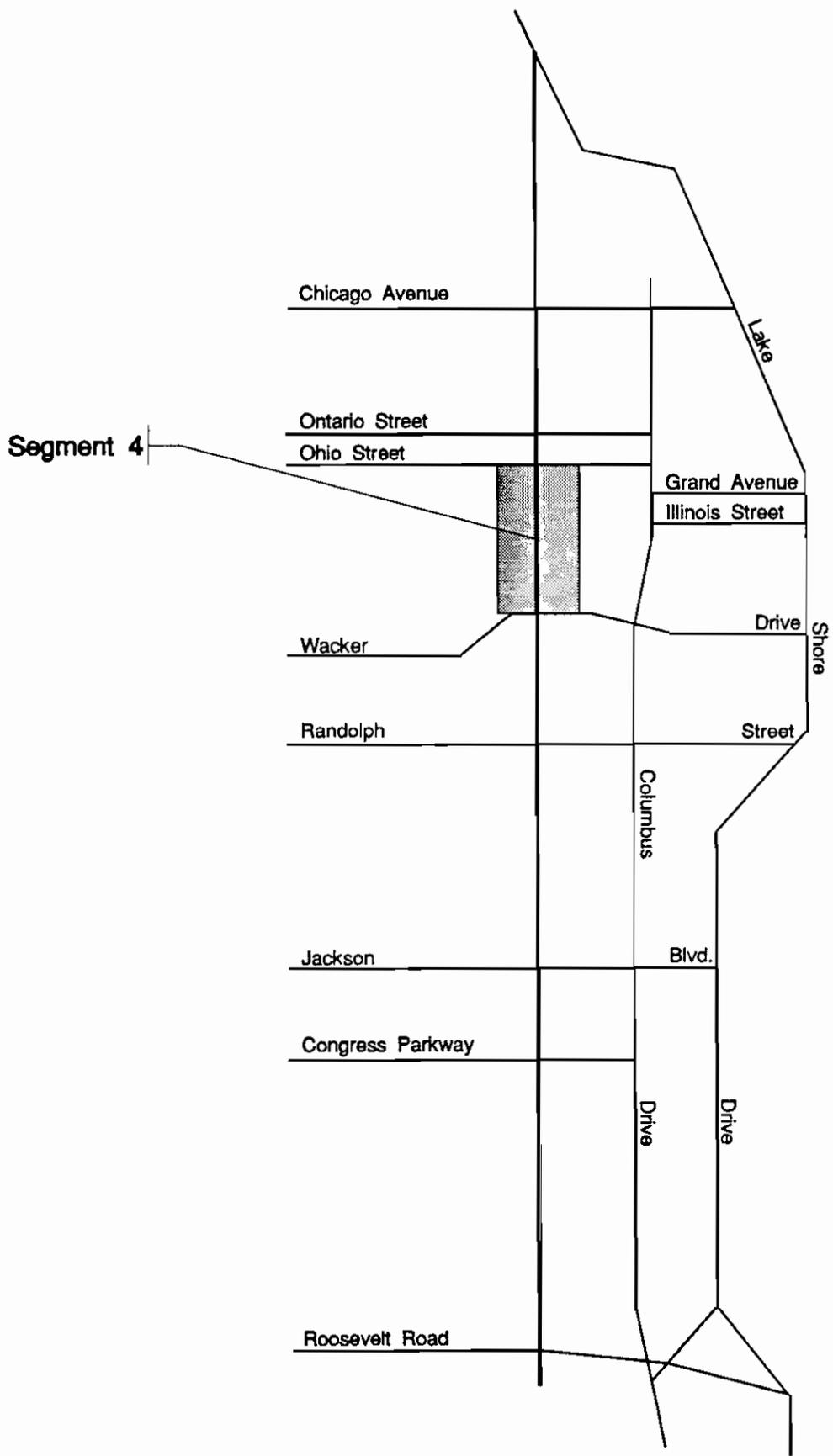
The existing roadway configuration is shown in *Table 3.17*.

Traffic Signals

In Segment 4 of Michigan Avenue there are four signalized intersections. They are listed in *Table 3.18*. All signals are pretimed with a 65-second cycle length.

Parking and Sidewalks

On-street parking is permitted except during rush hours (7 to 9 am and 4 to 6 pm) on the east side of the street between Hubbard and Ohio Streets, but on the west side only between Hubbard and Illinois Streets.



Michigan Avenue

prepared by Harland Bartholomew & Associates, Inc.

Location Map

Figure 3.8

MICHIGAN AVENUE
SECTION 3: Route Analysis - Wacker Drive to Ohio Street

Table 3.17 Existing Roadway Configuration		
	Northbound	Southbound
Wacker Drive to Hubbard Street	3 lanes over Chicago River then 4 lanes; no parking permitted; U-turn permitted from left lane south of Hubbard	3 lanes; no parking permitted; U turn permitted from left lane south of Hubbard
Hubbard Street to Illinois Street	4 lanes; parking permitted except 7-9 am and 4-6 pm	4 lanes; parking permitted except 7-9 am and 4-6 pm
Illinois Street to Grand Avenue	4 lanes (narrowing to 3 lanes at Grand); parking permitted except 7-9 am and 4-6 pm	3 lanes; no parking permitted;
Grand Avenue to Ohio Street	3 lanes; parking permitted except 7-9 am and 4-6 pm	3 lanes; no parking permitted
<p>Note: A variable width striped median separates the northbound and southbound lanes. There are also intermittent sections of raised concrete median.</p>		

Table 3.18 Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	NB	SB	Left	Right	
Wacker Drive	3	3	NO	NO	
Hubbard Street	4	3	NO	NO	Pedestrian Crossing
Grand Avenue	3	3	NO	NO	Pedestrian Crossing
Ohio Street	3	3	SB	NO	
<p>Note: SB = southbound only; NB = northbound only</p>					

MICHIGAN AVENUE
SECTION 3: Route Analysis - Wacker Drive to Ohio Street

There are sidewalks on both sides of the street. The sidewalk width is approximately 30 feet, except on the Chicago River bridge where the width is 10 feet.

Transit

Eight CTA bus routes run on this segment, (one of which provides rush hour service only) as shown in *Table 3.19*.

Table 3.19			
CTA Bus Routes			
	Route	Location	Peak Hour Number of Buses ⁽¹⁾
2	Hyde Park Exp ⁽²⁾	Wacker-Ohio	7
3	King Drive	Wacker-Ohio	16
11	Lincoln	Wacker-Ohio	8
145	Wilson/Michigan Exp	Wacker-Ohio	33
146	Marine/Michigan Exp	Wacker-Ohio	16
147	Outer Drive Exp	Wacker-Ohio	14
151	Sheridan	Wacker-Ohio	33
157	Streeterville	Wacker-Ohio	10
⁽¹⁾ Number for a one hour period during the morning rush hour ⁽²⁾ Rush hour service only			

The maximum number of buses on this segment in the peak hour is 120.

Bus routes crossing Michigan Avenue in this segment are the #29 State and #65 Grand routes, both of which run on Grand Avenue.

Bus stops are located at Hubbard Street and Grand Avenue on the east side of Michigan and at every block on the west side except for Illinois Street. All stops except at Grand Avenue northbound and Ohio Street southbound are far side stops (that is, beyond the intersection). None of the stops have shelters.

There are no other transit facilities located along this segment of Michigan Avenue.

Structures

There are three structures in this segment, including the Chicago River bridge and viaducts carrying Michigan Avenue over lower Wacker Drive, Hubbard Street, Illinois Street and Grand Avenue. They are shown in *Table 3.20*.

3.4.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 4 of Michigan Avenue include historic structures, memorials and districts.

MICHIGAN AVENUE
SECTION 3: Route Analysis - Wacker Drive to Ohio Street

Table 3.20 Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Wacker Drive	016-6121	Michigan Avenue	N/A	82'	SRA over
Chicago River	016-6035	Michigan Avenue	N/A	64'	SRA over
Upper Michigan	016-6120	—————	N/A	80'	SRA over
Note: N/A=Not Applicable					

Historical Significance

There are four historic structures, two historic memorials and one historic district on this segment. These historic sites are listed in *Table 3.21*.

Table 3.21 Historical Significance		
Name	Location	Type
Wacker Historic District	roughly bounded by the north edge of the "Loop" at Michigan Avenue and Wacker Drive including the north and south banks of the Chicago River	National Register
Bridge House	Michigan Ave. and Chicago River	Ill. Hist. Struc. Surv.
LaSalle Memorial	NW crnr of Wacker and Michigan	Ill. Hist. Lndmk. Surv.
Chicago River Memorial	NW crnr of Wacker and Michigan	Ill. Hist. Lndmk. Surv.
Wrigley Building	400 North Michigan Avenue	Ill. Hist. Struc. Surv.
Tribune Tower	435 North Michigan Avenue	Ill. Hist. Struc. Surv.
Commercial Building	540 North Michigan Avenue	Ill. Hist. Struc. Surv.

Character of the Street

As one of the premier streets in Chicago, Michigan Avenue evokes an image based upon the character of the street. This character is a combination of many elements, including architecture and scale of buildings, diversity of use, concentrated pedestrian activity, landscape, and vistas. The roadway environment and the design and appearance of items such as lighting, signing and traffic control devices play a part in defining the character of the street. The concept of Michigan Avenue as a grand boulevard was part of the 1909 Chicago Plan prepared by Daniel Burnham.

3.4.4 DEVELOPMENT CHARACTERISTICS

Development characteristics for this segment are shown on Route Map B-1.

Type and Intensity of Development

The character of development in this segment is similar to that south of Wacker with the basic development types well-established along Michigan Avenue, and a large-scale development extending east of Michigan to Lake Shore Drive. Both sides of Michigan are characterized by General Business District development, with the predominant uses being hotels and offices with ground floor retail. The intensity of development along this segment is similar to that south of Wacker. There is virtually continuous development along both sides of Michigan, except at the Chicago River, where Pioneer Court and the open space at the Wrigley Building provide relief.

Development Access and Setback

There are no existing curb cuts providing direct vehicular access to development from Michigan Avenue. Lower level Michigan Avenue and the side streets provide for service access. On both sides of Michigan Avenue there is frequent use of the curb lane by vehicles loading and unloading passengers and goods along this segment.

As is typical in central business districts, there is no building setback requirement, and there is virtually continuous development along the right-of-way lines.

Future Development

Over the next 20 years and perhaps beyond, the major focus of development activity affecting this segment of Michigan Avenue will be Cityfront Center. Located east of Michigan Avenue along the north bank of the Chicago River, this is another large-scale, mixed-use project with offices, hotels, retail, and residential uses. Much of the initial development has occurred east of Columbus Drive, except for the NBC Tower, and projects now underway include the Sheraton Hotel and two residential towers, all located between Columbus Drive and McClurg Court. Future phases are to involve additional development west of Columbus adjacent to the NBC Tower, as well east of Columbus Drive.

Development along Michigan Avenue has consisted of major renovation of existing structures, such as the Intercontinental Hotel. The only proposed new construction project is an addition to the Marriott Hotel south of Grand Avenue.

3.4.5 RECOMMENDED IMPROVEMENTS

Improvements to Michigan Avenue have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the avenue. While the projected 2010 travel demand is in excess of 40,000 vehicles per day, the character of the Avenue, intensity of development and the need to provide for very high pedestrian volumes preclude widening the roadway to provide additional lanes.

MICHIGAN AVENUE
SECTION 3: Route Analysis - Wacker Drive to Ohio Street

While it is not feasible to provide a level of improvement which would provide capacity for the projected travel demand, a variety of improvements are recommended to improve the flow of traffic within the available capacity of the route. The improvements are divided into roadway, intersection, parking and access, traffic signalization, structural, transit facilities, and other improvements. Timing of improvements, right-of-way requirements, and potential environmental concerns are also addressed in this section. Recommended improvements are shown on Route Map C-1.

Roadway

The recommended roadway configuration for this segment provides a continuous cross-section with three 11-foot wide through lanes in each direction, with a 14-foot wide painted median. (See *Figure 3.9.*) In this segment, Michigan Avenue is carried on the upper level of a viaduct between the Chicago River and Grand Avenue. The recommended cross-section can be accommodated within the existing 80-foot wide roadway on the upper level of the viaduct.

Intersections

The recommended roadway configuration allows development of a left-turn lane within the median for southbound traffic from Michigan to eastbound upper Illinois Street. Direct left-turn movements from Michigan to eastbound Wacker Drive would continue to be prohibited.

Parking and Access

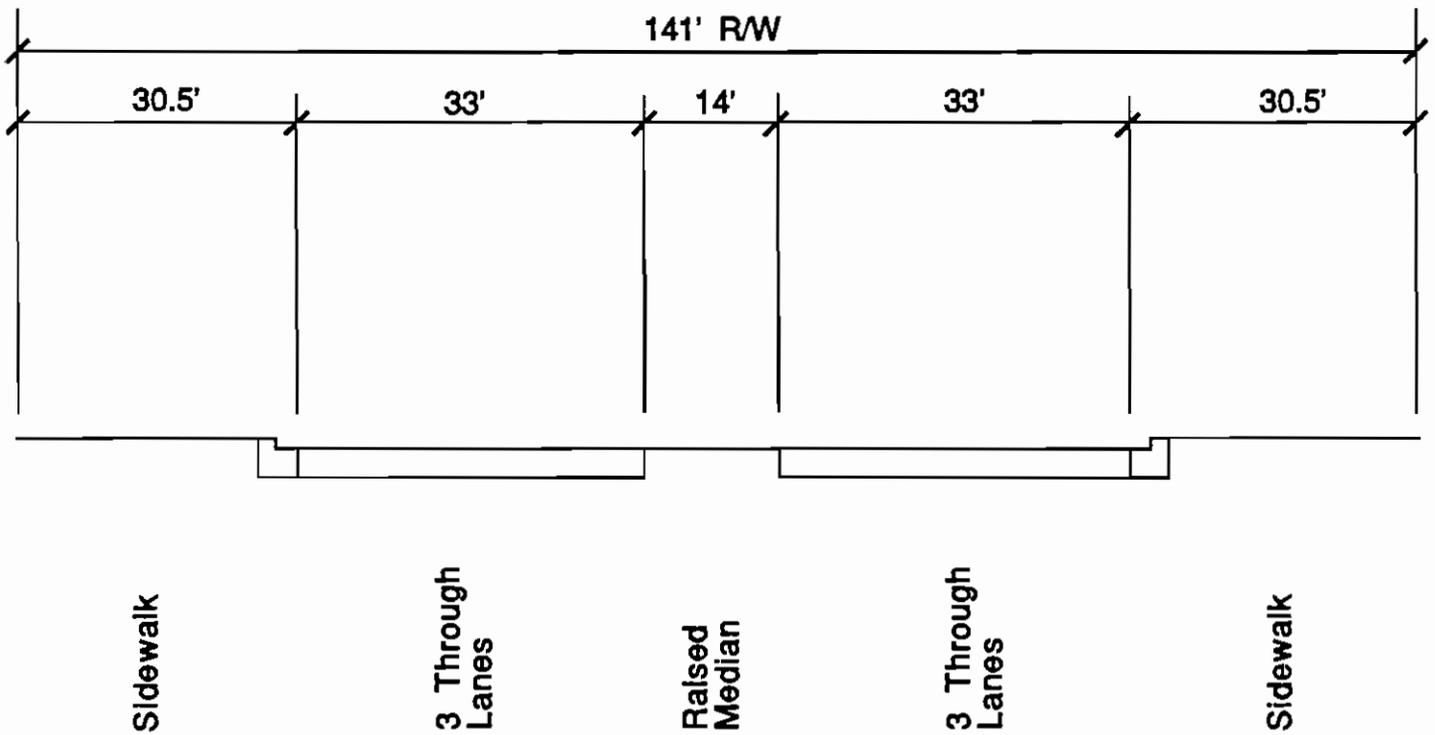
Removal of all existing on-street parking in this segment is recommended. This will remove a source of friction with through traffic, and is necessary to provide the recommended 11-foot lane widths and 14-foot median width. Considering the large amount of off-street parking in the vicinity, no specific replacement facilities are proposed for the existing on-street spaces. It is recommended that no new curb cuts providing direct access to Michigan Avenue be allowed; all service, parking and other vehicular access should be from the side streets or lower Michigan Avenue.

Traffic Signalization

A synchronized signal system is recommended for the entire length of Michigan Avenue, including this segment. All existing signalized intersections should be incorporated in the system along with the new signal at upper Illinois Street. As synchronized systems are developed on the intersecting SRAs, such as Wacker Drive and Ohio Street, integration of the Michigan Avenue system into an overall network should be considered.

Structures

There are plans being developed by the City of Chicago and IDOT to rehabilitate the Chicago River bascule bridge and the connecting viaduct north to Grand Avenue; no other structural improvements are proposed.



Michigan Avenue

prepared by Harland Bartholomew & Associates, Inc.

**Section D-D
Recommended Roadway Typical Section
Chicago River to Ohio Street**

Figure 3.9

Transit

The existing bus stops along this segment are evenly spaced and located to minimize conflicts with through or turning traffic, and no changes in the present locations are recommended. All stops should be provided with shelters. A single standard design compatible with the "boulevard" character of Michigan Avenue should be developed.

One of the primary corridors for the Central Area Circulator, now in the planning stage, is located along the north bank of the Chicago River. As planning proceeds, there should be an opportunity to develop a transfer point at Michigan Avenue on this Riverbank corridor. Utilization of the wider Michigan Avenue right-of-way at the River for construction of combined bus passenger shelters, information kiosks and direct access to lower level station facilities for the Circulator would enhance travel between the West Loop, Union and North Western Stations, and North Michigan Avenue.

Other Improvements

It is recommended that formal, consistent street tree and landscape planting be implemented for this segment of Michigan Avenue. This would reinforce the special character of Michigan Avenue.

3.4.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way is required.

3.4.7 POTENTIAL ENVIRONMENTAL CONCERNS

Potential environmental concerns in this segment are the effect on the historic and architectural character of landmark structures and the maintenance of the "boulevard" character of Michigan Avenue. Because no change in character of the existing roadway or additional lanes are proposed, the impact of recommended improvements should not be significant.

3.5 SRA SEGMENT 5: OHIO STREET TO CHICAGO AVENUE

3.5.1 LOCATION

Michigan Avenue Segment 5 extends from Ohio Street to Chicago Avenue. This segment is 0.3 miles in length. (See *Figure 3.10.*) The Ohio/Ontario one-way pair is an urban SRA route.

3.5.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for this segment are shown on Route Maps A-1 and A-2.

Traffic Volumes

The Average Annual Daily Traffic (AADT) volumes on this segment are approximately 38,000 vehicles per day, based upon the most recent traffic counts by the City of Chicago.

Table 3.22 Traffic Volumes		
Location	Volume⁽¹⁾	Estimated AADT⁽²⁾
Ohio Street	33,708	38,764
Chicago Avenue	33,487	38,510

⁽¹⁾14-Hour Volume Counts (6am to 8pm), City of Chicago, Bureau of Street Traffic (1983)
⁽²⁾The estimated AADT is 1.15 times the 14-Hour Volume Count.

Right-of-Way

The right-of-way width throughout this segment is 141 feet.

Pavement Width and Number of Lanes

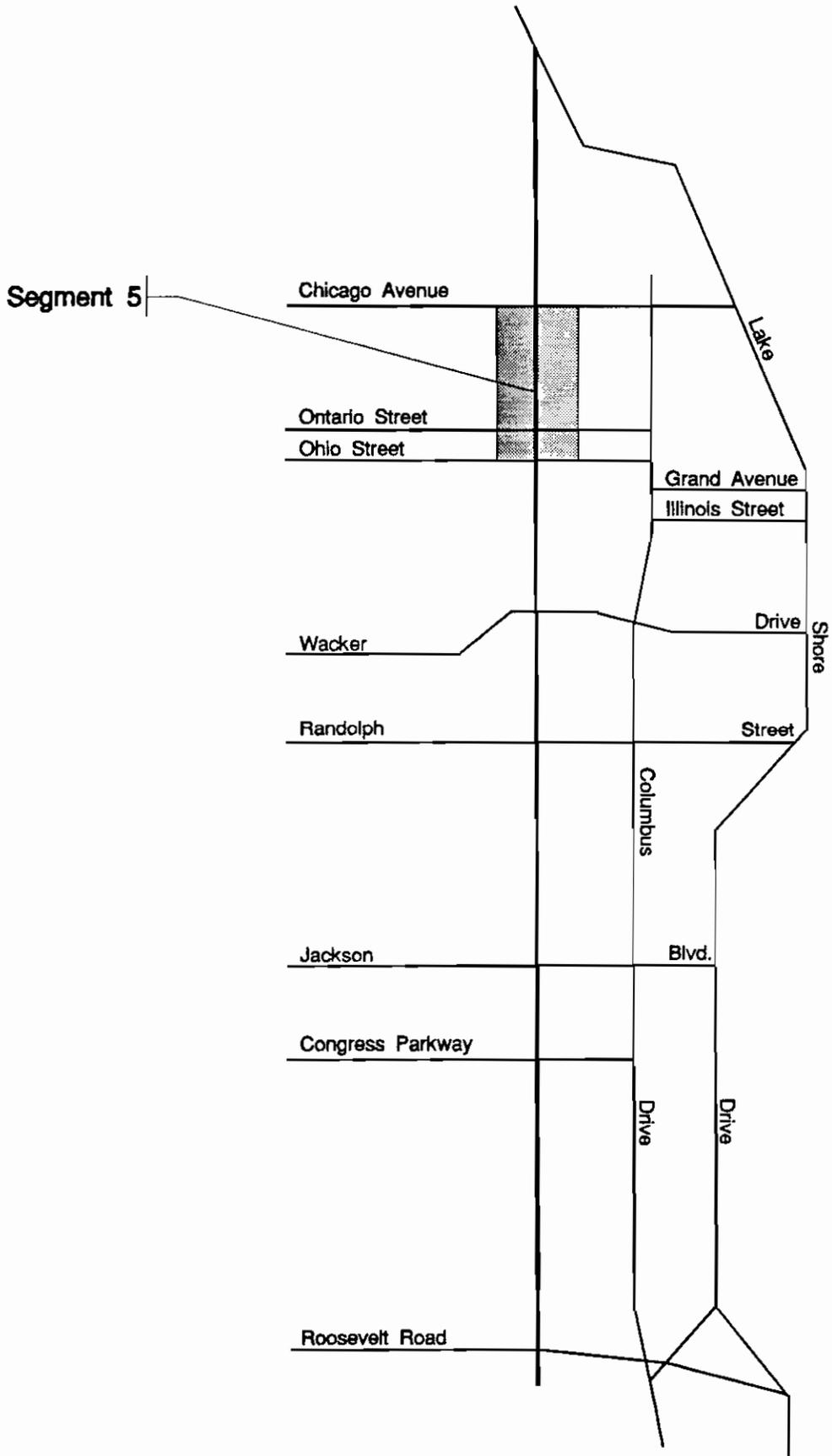
The existing roadway pavement width is 80 feet.

The existing roadway configuration is: three through lanes in each direction, with left-turn lanes at intersections.

A variable width striped median separates the northbound and southbound lanes; at intersections where left-turns are permitted, the median becomes a designated turn lane.

Traffic Signals

In Segment 5 of Michigan Avenue there are six signalized intersections. They are listed in *Table 3.23*. All signals are pretimed with a 65-second cycle length.



Michigan Avenue

prepared by Harland Bartholomew & Associates, Inc.

Location Map

Figure 3.10

MICHIGAN AVENUE
SECTION 3: Route Analysis - Ohio Street to Chicago Avenue

Table 3.23 Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	NB	SB	Left	Right	
Ohio Street	3	3	SB	NO	
Ontario Street	3	3	NB	NO	
Erie Street	3	3	YES	NO	
Huron Street	3	3	NB	NO	
Superior	3	3	SB	NO	
Chicago Avenue	3	3	NB	NO	
Note: SB = southbound only; NB = northbound only					

Parking and Sidewalks

On-street parking is not permitted anywhere on this segment.

There are sidewalks on both sides of the street. The sidewalk width is approximately 30 feet.

Transit

Nine CTA bus routes run on this segment (one of which provides rush hour service only) as shown in *Table 3.24*.

Table 3.24 CTA Bus Routes			
	Route	Location	Peak Hour Number of Buses ⁽¹⁾
3	King Drive	Ohio-Chicago	16
11	Lincoln	Ohio-Chicago	8
145	Wilson/Michigan Exp	Ohio-Chicago	16
146	Marine/Michigan Exp	Ohio-Chicago	16
147	Outer Drive Exp	Ohio-Chicago	14
151	Sheridan	Ohio-Chicago	33
157	Streeterville	Ohio-Chicago	10
33	Magnificent Mile Exp ⁽²⁾	Ohio-Chicago (NB) Chicago-Ontario (SB)	6
125	Water Tower Exp	Ohio-Chicago (NB) Chicago-Ontario (SB)	24
⁽¹⁾ Number for a one hour period during the morning rush hour ⁽²⁾ Rush hour service only			

MICHIGAN AVENUE
SECTION 3: Route Analysis - Ohio Street to Chicago Avenue

The maximum number of buses on this segment in the peak hour is 143.

The only bus route crossing Michigan Avenue in this segment is the #66 Chicago route on Chicago Avenue.

Bus stops are typically located every other block on both the east and west side of Michigan. There are separate bus stops on Chicago Avenue for routes crossing or turning from Michigan Avenue. All stops except at Chicago southbound are near side stops (that is, before the intersection). None of the stops on Michigan Avenue have shelters.

There are no other transit facilities in this segment.

Structures

There are no structures in this segment.

3.5.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 5 of Michigan Avenue include historic structures and a sensitive land use.

Historical Significance

There are eight historic structures in this segment. They are listed in *Table 3.25*.

Table 3.25 Historical Significance		
Name	Location	Type
Commercial Building	605 Michigan Avenue	III. Hist. Struc. Surv.
Lawry's Restaurant	631 North Rush Street	III. Hist. Lndmk. Surv.
Apartment Building	161 East Erie Street	III. Hist. Struc. Surv.
Commercial Building	664 North Michigan Avenue	III. Hist. Struc. Surv.
Commercial Building	675 North Michigan Avenue	III. Hist. Struc. Surv.
Commercial Building	676 North Michigan Avenue	III. Hist. Struc. Surv.
Commercial Building	700 North Michigan Avenue	III. Hist. Struc. Surv.
Commercial Building	737 North Michigan Avenue	III. Hist. Struc. Surv.

Noise Sensitive Land Uses

The Terra Museum of American Art is located in this segment.

Character of the Street

As one of the premier streets in Chicago, Michigan Avenue evokes an image based upon the character of the street. This character is a combination of many elements, including architecture and scale of buildings, diversity of use, concentrated pedestrian activity, landscape, and vistas. The roadway environment and the design and appearance of items such as lighting, signing and traffic control devices play a part in defining the character of the street. The concept of Michigan Avenue as a grand boulevard was part of the 1909 Chicago Plan prepared by Daniel Burnham.

3.5.4 DEVELOPMENT CHARACTERISTICS

Development characteristics for this segment are shown on Route Maps B-1 and B-2.

Type and Intensity of Development

Development over the past several years has resulted in a marked change in development character along this segment of Michigan Avenue. Formerly, this segment was primarily a retail shopping street, with a secondary office focus and buildings of moderate height and intensity. Both sides of Michigan Avenue are still characterized by General Business District development, but with the predominant retail use being intensified with new multi-level shopping centers and development of larger scale office and residential uses as well.

A significant factor in recent development in this segment is the large-scale, mixed-use structure, of which the John Hancock Center and Water Tower Place (both located farther north) were the prototypes. These mixed-use structures typically include residential and retail uses, and may also include other uses such as a hotel, theaters or offices. The structures typically occupy all or most of a block, are over 30 stories in height, and replaced several smaller structures on the site. City Place and Chicago Place, located on the west side of Michigan Avenue are the most recent examples of this type of development. As a result of this large-scale redevelopment, this segment of Michigan Avenue, along with the adjoining segment north of Chicago Avenue, has the highest intensity of development along Michigan Avenue.

Development Access and Setback

There are no existing curb cuts providing direct vehicular access to development from Michigan Avenue. Service access is typically provided from the side streets, or in some cases, from alleys.

As is typical in central business districts, there is no building setback requirement, and there is virtually continuous development along the right-of-way lines.

Future Development

With the completion of City Place and Chicago Place, the major redevelopment phase initiated along this segment in the 1980s is concluded. There are no major new projects proposed for this segment of Michigan Avenue. However, there is still significant redevelopment occurring both east and west of Michigan, as evidenced by the American Medical Association project west of State Street and the St. Clair Place office development to the east of Michigan Avenue.

3.5.5 RECOMMENDED IMPROVEMENTS

Improvements to Michigan Avenue have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the avenue. While the projected 2010 travel demand is between 30,000 and 50,000 vehicles per day, the character of the Avenue, intensity of development and the need to provide for very high pedestrian volumes preclude widening the roadway to provide additional lanes.

While it is not feasible to provide a level of improvement which would provide capacity for the projected travel demand, a variety of improvements are recommended to improve the flow of traffic within the available capacity of the route. The improvements are divided into roadway, intersection, parking and access, traffic signalization, structural, transit facilities, and other improvements. Timing of improvements, right-of-way requirements, and potential environmental concerns are also addressed in this section. Recommended improvements are shown on Route Maps C-1 and C-2.

Roadway

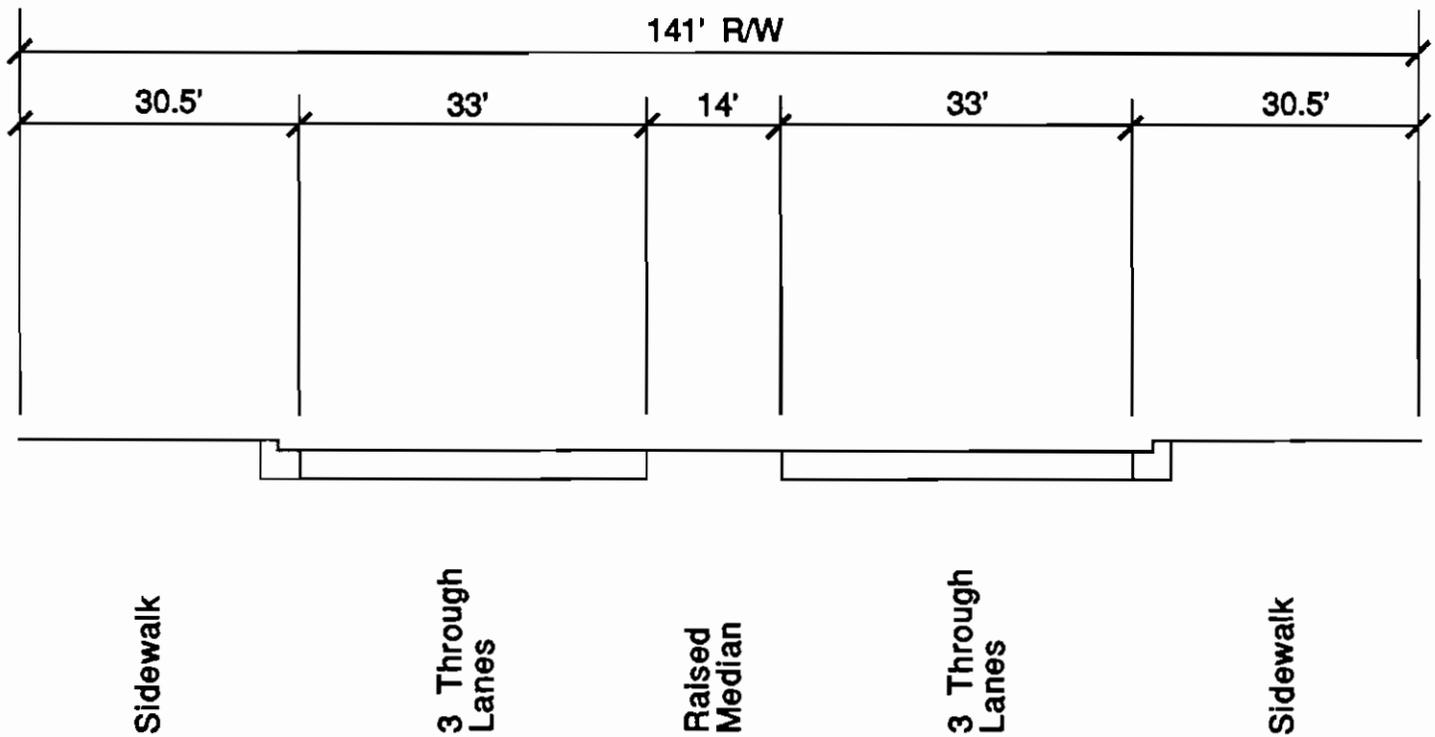
The recommended roadway configuration for this segment provides a continuous cross-section with three 11-foot wide through lanes in each direction, with a 14-foot wide painted median. (See *Figure 3.11.*)

Intersections

The recommended roadway configuration allows development of left-turn lanes within the median, and such turn lanes are provided northbound at Ontario, Erie, Superior and Chicago; and southbound at Ohio and Huron.

Parking and Access

Continued prohibition of all on-street parking in this segment is recommended. It is recommended that no new curb cuts providing direct access to Michigan Avenue be allowed; all service, parking and other vehicular access should be from the side streets or alleys.



Michigan Avenue

**Section D-D
Recommended Roadway Typical Section
Ohlo Street to Chicago Avenue**

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.11

Traffic Signalization

A synchronized signal system is recommended for the entire length of Michigan Avenue, including this segment. All existing signalized intersections should be incorporated in the system. As synchronized systems are developed on the intersecting SRAs, such as Ohio and Ontario Streets, integration of the Michigan Avenue system into an overall network should be considered.

Structures

There are no structures in this segment and no structural improvements are proposed.

Transit

No changes are recommended for the locations of bus stops in this segment. While some of the stops are near side, before a major intersection (such as northbound at Chicago Avenue), the pattern of one-way cross streets would not allow even spacing of stops if existing locations were changed.

All stops should be provided with shelters. A single standard design compatible with the "boulevard" character of Michigan Avenue should be developed.

One of the priority corridors now under study for the Central Area Circulator is along Chicago Avenue between Fairbanks Court and Dearborn Street. The Chicago Avenue-Michigan Avenue intersection is one of the most active and prominent locations along the Magnificent Mile. With the significant potential use of the Circulator by visitors as well as shoppers and workers, this location provides an opportunity for a transfer and information facility incorporated into the design of the Circulator station at this intersection.

Other Improvements

It is recommended that formal, consistent street tree and landscape planting be implemented for this segment of Michigan Avenue. This would reinforce the special character of Michigan Avenue.

3.5.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way is required.

3.5.7 POTENTIAL ENVIRONMENTAL CONCERNS

Potential environmental concerns in this segment are the effect on the historic and architectural character of landmark structures and the maintenance of the "boulevard" character of Michigan Avenue. Because no change in character of the existing roadway or additional lanes are proposed, the impact of recommended improvements should not be significant.

3.6 SRA SEGMENT 6: CHICAGO AVENUE TO LAKE SHORE DRIVE

3.6.1 LOCATION

Michigan Avenue Segment 6 extends from Chicago Avenue to Lake Shore Drive. This segment is 0.35 miles in length. (See *Figure 3.12.*) Lake Shore Drive is also an urban SRA route.

3.6.2 EXISTING FACILITY CHARACTERISTICS

Existing facility characteristics for this segment are shown on Route Map A-2.

Traffic Volumes

The Average Annual Daily Traffic (AADT) volumes on this segment range between 29,000 and 38,000 vehicles per day, based upon the most recent traffic counts by the City of Chicago.

Table 3.26 Traffic Volumes		
Location	Volume⁽¹⁾	Estimated AADT⁽²⁾
Chicago Avenue	33,487	38,510
Pearson Street	33,880	38,962
Chestnut Street	32,522	37,400
Oak Street	25,791	29,660
⁽¹⁾ 14-Hour Volume Counts (6am to 8pm), City of Chicago, Bureau of Street Traffic (1983) ⁽²⁾ The estimated AADT is 1.15 times the 14-Hour Volume Count.		

Right-of-Way

The right-of-way width throughout this segment is 116 feet, except between Chicago Avenue and Pearson Street. In this block, the roadway is located on city-owned land but not within a platted right-of-way.

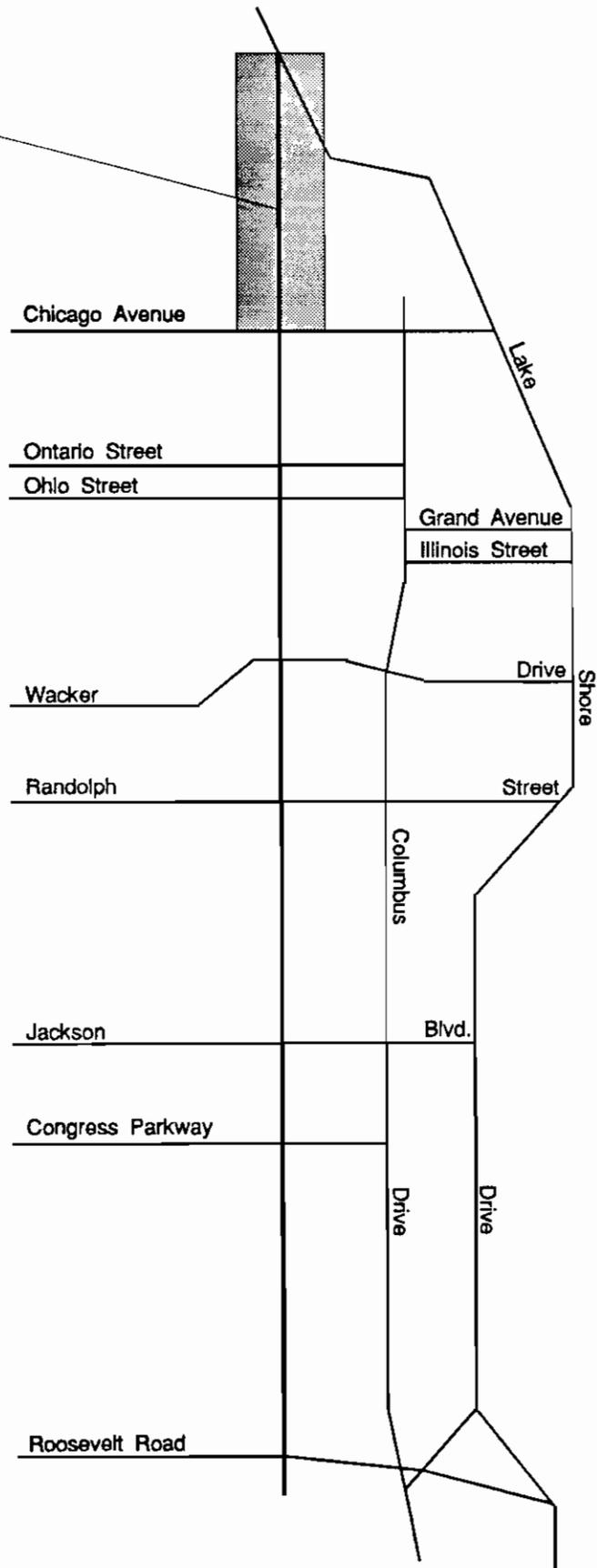
Pavement Width and Number of Lanes

The existing roadway pavement width between Chicago Avenue and Pearson Street is approximately 60 feet, between Pearson Street and Oak Street the pavement is 76 feet.

The existing roadway configuration is: three lanes in each direction, except between Walton Street and Oak Street where there are four northbound lanes (two for the local lanes and two for the express lanes of Lake Shore Drive).

A variable width striped median separates the northbound and southbound lanes; at intersections where left-turns are permitted, the median becomes a designated turn lane.

Segment 6



Michigan Avenue

prepared by Harland Bartholomew & Associates, Inc.

Location Map

Figure 3.12

Traffic Signals

In Segment 6 of Michigan Avenue there are six signalized intersections. They are listed in *Table 3.27*. All signals are pretimed with a 65-second cycle length.

Table 3.27					
Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	NB	SB	Left	Right	
Chicago Avenue	3	3	NO	NO	
Pearson Street	3	3	SB	NO	
Chestnut Street	3	3	NB	NO	
Delaware Place	3	3	SB	NO	
Walton Street	3	3	NB	NO	
Oak Street	4	3	NO	NO	
Note: SB = southbound only; NB = northbound only					

Parking and Sidewalks

On-street parking is not permitted anywhere along this segment.

There are sidewalks on both sides of the street, except on the west side between Chicago Avenue and Pearson Street. The sidewalk width is approximately 20 feet, except on the east side between Chicago Avenue and Pearson Street where the width narrows to less than five feet at the Water Tower.

Transit

Ten CTA bus routes run on this segment (one of which provides rush hour service only) as shown in *Table 3.28*.

The maximum number of buses on this segment in the peak hour is 119 between Chicago Avenue and Walton Street; north of Walton Street there are 95 buses in the peak hour.

The only bus route crossing Michigan Avenue in this segment is the #66 Chicago route on Chicago Avenue.

Bus stops are located at Pearson Street, Delaware Place and Oak Street on both sides of Michigan Avenue. The northbound stop at Oak Street is on a narrow raised median separating the northbound through lanes. All stops except at northbound Pearson Street and Delaware Place are near side stops (that is, before the intersection). No stops in this segment have shelters.

There are no other transit facilities along this segment of Michigan Avenue.

MICHIGAN AVENUE
SECTION 3: Route Analysis - Chicago Avenue to Lake Shore Drive

Table 3.28 CTA Bus Routes			
	Route	Location	Peak Hour Number of Buses ⁽¹⁾
145	Wilson/Michigan Exp	Chicago-Lake Shore Drive	16
146	Marine/Michigan Exp	Chicago-Lake Shore Drive	16
147	Outer Drive Exp	Chicago-Lake Shore Drive	14
151	Sheridan	Chicago-Lake Shore Drive	33
157	Streeterville	Chicago-Lake Shore Drive	10
33	Magnificent Mile Exp ⁽²⁾	Chicago-Lake Shore Drive	6
125	Water Tower Exp ⁽²⁾	Walton-Chicago (SB)	24
⁽¹⁾ Number for a one hour period during the morning rush hour ⁽²⁾ Rush hour service only			

Structures

There is one structure in this segment, carrying the Lake Shore Drive express lanes over the northbound Michigan Avenue entrance ramp. It is listed in *Table 3.29*.

Table 3.29 Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Michigan Ave.	016-0262	Lake Shore Drive	14'-7"	36'	Entrance ramp from northbound Michigan Avenue

3.6.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 6 of Michigan Avenue include historical significance and sensitive land uses.

Historical Significance

There are ten historic structures and one historic district on this segment. They are listed in *Table 3.30*.

Noise Sensitive Land Uses

Noise sensitive land uses on this segment include Quigley Seminary North, Fourth Presbyterian Church and Water Tower Park.

SECTION 3: Route Analysis - Chicago Avenue to Lake Shore Drive

Name	Location	Type
Chicago Water Tower and Pumping Station	between Chicago and Pearson	National Register
Fourth Presbyterian Church	126 East Chestnut Street	National Register
Drake Hotel	140 East Walton Street	National Register
Bryan Lathrop House	120 East Bellevue Place	National Register
Chicago Water Tower Dist.		Ill. Hist. Lndmk. Surv.
Commercial Building	W. of Mich., N. of Chicago Ave.	Ill. Hist. Struc. Surv.
Commercial Building	840 North Michigan Avenue	Ill. Hist. Struc. Surv.
Chapel (Loyola University)	106 East Pearson Street	Ill. Hist. Struc. Surv.
Commercial Building	919 North Michigan Avenue	Ill. Hist. Struc. Surv.
Residence	79 East Cedar Street	Ill. Hist. Struc. Surv.
Residence	77 East Elm Street	Ill. Hist. Struc. Surv.

Character of the Street

As one of the premier streets in Chicago, Michigan Avenue evokes an image based upon the character of the street. This character is a combination of many elements, including architecture and scale of buildings, diversity of use, concentrated pedestrian activity, landscape, and vistas. The roadway environment and the design and appearance of items such as lighting, signing and traffic control devices play a part in defining the character of the street. The concept of Michigan Avenue as a grand boulevard was part of the 1909 Chicago Plan prepared by Daniel Burnham.

3.6.4 DEVELOPMENT CHARACTERISTICS

Development characteristics for this segment are shown on Route Map B-2.

Type and Intensity of Development

The character of development in this segment is very similar, both in type and intensity, to the segment south of Chicago Avenue. Development of large multi-use structures occurred at an earlier stage north of Chicago Avenue, beginning with the John Hancock Center in the late 1960s, and continuing through the 1970s and 1980s with Water Tower Place, One Magnificent Mile, and the Avenue Atrium (900 North Michigan). Both sides of Michigan are characterized by General Business District development, with predominant ground floor retail uses and relatively more hotel and residential uses with less offices than south of Chicago Avenue. The intensity of development along this segment is as high as the segment south of Chicago Avenue, although there are breaks in the continuous development along both sides of Michigan.

SECTION 3: Route Analysis - Chicago Avenue to Lake Shore Drive

A significant open space in this segment is provided by Water Tower Park. Although relatively small in size, it constitutes an important contrast in the urban pattern and provides a setting for the Water Tower, one of Chicago's most important civic landmarks.

Development Access and Setback

There are no existing curb cuts providing direct vehicular access to development from Michigan Avenue. Service, parking and other vehicular access is provided from the side streets.

As is typical in central business districts, there is no building setback requirement, and there is virtually continuous development along both right-of-way lines, except at Water Tower Park and Fourth Presbyterian Church.

Future Development

Redevelopment with higher intensity uses has been occurring along this segment of Michigan Avenue for over 25 years, and the opportunities for significant new development are quite limited. Renovations of existing structures are likely and plans have been proposed for redevelopment of the plaza at John Hancock Center to provide additional retail space. A significant public facility to be constructed to the east of Michigan Avenue is the new building for the Museum of Contemporary Art, located on Chicago Avenue at Mies Van Der Rohe Way. Replacing the existing Armory, the new building will have 100,000 square feet of floor area and create a new visitor destination. No other projects have been proposed along this segment.

3.6.5 RECOMMENDED IMPROVEMENTS

Improvements to Michigan Avenue have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the avenue. While the projected 2010 travel demand is between 40,000 and 50,000 vehicles per day, the character of the Avenue, intensity of development and the need to provide for very high pedestrian volumes preclude widening the roadway to provide additional lanes.

While it is not feasible to provide a level of improvement which would provide capacity for the projected travel demand, a variety of improvements are recommended to improve the flow of traffic within the available capacity of the route. The improvements are divided into roadway, intersection, parking and access, traffic signalization, structural, transit facilities, and other improvements. Timing of improvements, right-of-way requirements, and potential environmental concerns are also addressed in this section. Recommended improvements are shown on Route Map C-2.

Roadway

The recommended roadway configuration for this segment provides a continuous cross-section with three 11-foot wide through lanes in each direction, with a 14-foot wide painted median. (See *Figure 3.13.*) Northbound, between Walton and Oak, an additional through lane is provided to allow for two through lanes each to the local and express lanes of Lake Shore Drive. (See *Figure 3.14.*) Between Chicago Avenue and Pearson Street, no change is recommended in the existing roadway configuration, which provides approximately 60 feet of pavement width with three through lanes in each direction and no median. Due to the proximity of the Water Tower and Water Tower Pumping Station to the roadway, no widening of the existing configuration is feasible.

Intersections

The recommended roadway configuration allows development of left-turn lanes within the median. Such turn lanes are provided northbound at Chestnut and Walton and southbound at Pearson and Delaware. Direct left-turn movements from Michigan to Oak Street and East Lake Shore Drive would be prohibited. This will maintain two through lanes for Lake Shore Drive local traffic.

Parking and Access

Continued prohibition of all on-street parking in this segment is recommended. It is recommended that no new curb cuts providing direct access to Michigan Avenue be allowed, all service, parking and other vehicular access should be from the side streets or alleys.

Traffic Signalization

A synchronized signal system is recommended for the entire length of Michigan Avenue, including this segment. All existing signalized intersections should be incorporated in the system.

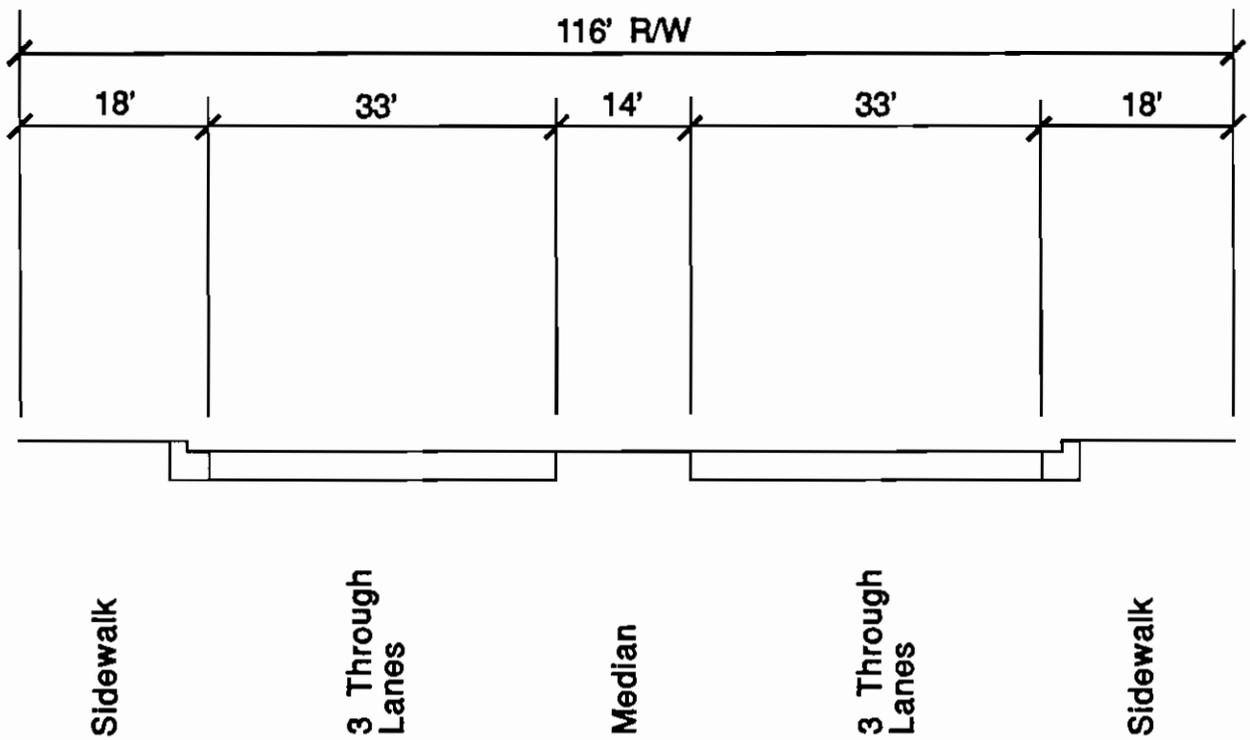
Structures

There are no structural improvements proposed for the existing structure in this segment.

Transit

No changes are recommended for the locations of bus stops in this segment, except for the removal of the existing northbound stop at Oak Street. This narrow platform, located in the middle of through traffic lanes, represents a safety hazard, and a wider platform is not feasible without reducing the number of traffic lanes. There is another existing stop one block south which would continue to provide service.

All stops should be provided with shelters. A single standard design compatible with the "boulevard" character of Michigan Avenue should be developed.

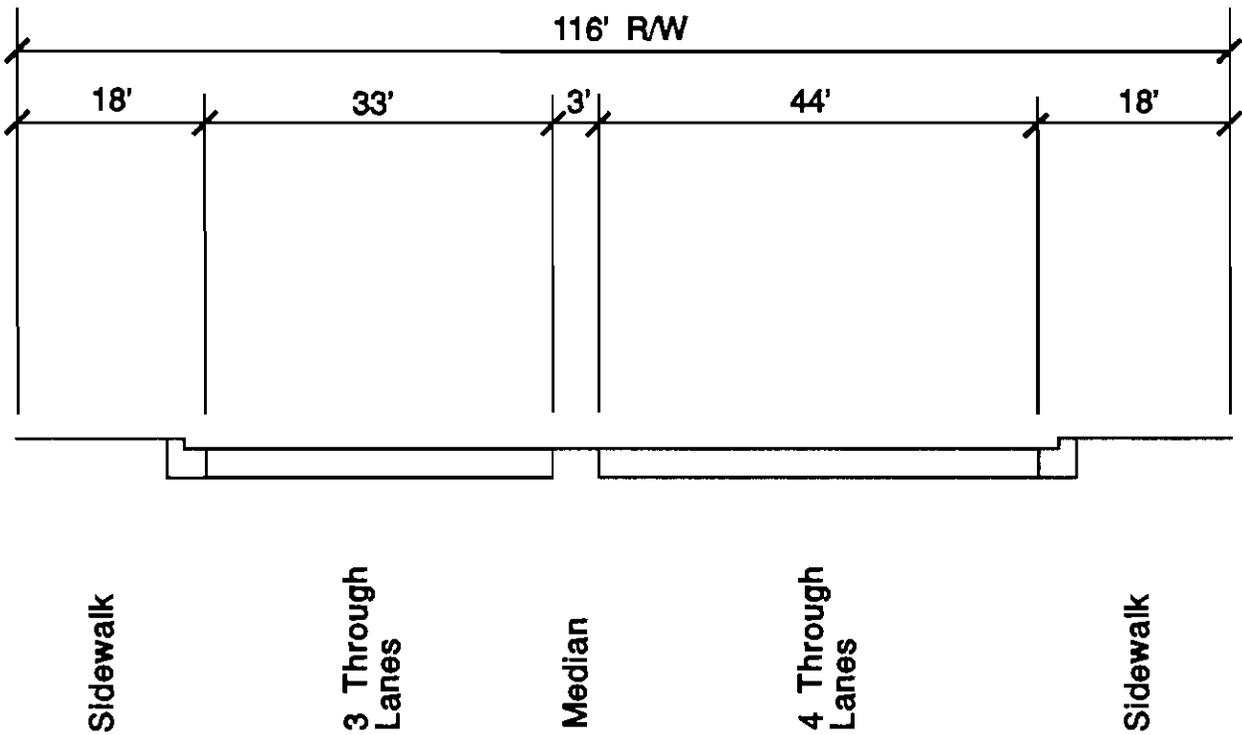


Michigan Avenue

**Section E-E
Recommended Roadway Typical Section
Chicago Avenue to Lake Shore Drive**

prepared by Harland Bartholomew & Associates, Inc.

Figure 3.13



Michigan Avenue

prepared by Harland Bartholomew & Associates, Inc.

**Section F-F
Recommended Roadway Typical Section
Walton Street to Oak Street**

Figure 3.14

Other Improvements

It is recommended that formal, consistent street tree and landscape planting be implemented for this segment of Michigan Avenue. This would reinforce the special character of Michigan Avenue.

3.6.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way is required.

3.6.7 POTENTIAL ENVIRONMENTAL CONCERNS

Potential environmental concerns in this segment are the effect on the historic and architectural character of landmark structures, especially the Water Tower and Water Tower Pumping Station, and the maintenance of the "boulevard" character of Michigan Avenue. Because no change in character of the existing roadway or additional lanes are proposed, the impact of recommended improvements should not be significant.

3.7 SRA SEGMENT 7: LOWER MICHIGAN AVENUE

3.7.1 LOCATION

Michigan Avenue Segment 7 extends from Grand Avenue to south of Wacker Drive, at South Water Street (lower level). This segment is approximately 1.1 miles in length. Wacker Drive is also an urban SRA route.

3.7.2 EXISTING FACILITY CHARACTERISTICS

This segment of Michigan Avenue consists of the lower level roadway beneath the viaduct which carries the upper level Michigan Avenue roadway. It extends north of the Chicago River to Grand Avenue and is connected by the lower level of the Chicago River bridge to the lower level of Wacker Drive; there is also a one-block segment of lower Michigan Avenue extending south of Wacker to South Water Street.

Traffic Volumes

Average Annual Daily Traffic (AADT) volumes north of lower Wacker Drive on this segment are between 10,000 and 21,000 vehicles per day, based upon the most recent traffic counts by the City of Chicago.

Location	Volume⁽¹⁾	Estimated AADT⁽²⁾
Lower Wacker Drive	18,411	21,173
Grand Avenue	8,808	10,129

⁽¹⁾ 14-Hour Volume Counts (6am to 8pm), City of Chicago, Bureau of Street Traffic (1983-1985)
⁽²⁾ The estimated AADT is 1.15 times the 14-Hour Volume Count.

Right-of-Way

The right-of-way width north of the Chicago River is 141 feet; south of the Chicago River, the right-of-way width is 127.5 feet.

Pavement Width and Number of Lanes

The existing roadway pavement width north of the Chicago River is 79 feet; south of the river, the existing pavement width is 74 feet.

The existing roadway configuration provides two through lanes in each direction, separated by a row of structural columns and a 3-foot wide raised concrete median. A parking lane on each side is separated from the through lanes by a painted divider strip.

MICHIGAN AVENUE
SECTION 3: Route Analysis - Lower Michigan Avenue

Outside the parking lanes on each side and separated from the roadway by another row of columns, is a loading dock area approximately 20 feet wide except south of Wacker Drive where the loading area is less than 20 feet in width.

Traffic Signals

In Segment 7 of Michigan Avenue there are four signalized intersections. They are listed in *Table 3.32*. All signals are pretimed with a 65-second cycle length.

Table 3.32 Signalized Intersections					
Intersection	No. of Through Lanes		Turn Bays		Remarks
	NB	SB	Left	Right	
South Water Street	1	2	NO ⁽¹⁾	NO	
Wacker Drive	2	1	NO ⁽¹⁾	YES ⁽²⁾	
North Water Street	2	2	NO ⁽¹⁾	NO	
Illinois Street	2	2	NO ⁽¹⁾	NO	
Note: SB = southbound only; NB = northbound only ⁽¹⁾ left turn lane is combined through/left turn ⁽²⁾ right lane becomes right turn only					

Parking and Sidewalks

On-street parking is permitted on both sides of the street. All parking is metered.

There are sidewalks on both sides of the street. The sidewalk width is typically 10 feet, and many of the sidewalks are raised above the adjacent street grade, with steps to the sidewalks at the cross streets.

Transit

Two CTA bus routes run on this segment, providing express rush hour service only between lower Wacker Drive and Illinois Street as shown in *Table 3.33*.

Table 3.33 CTA Bus Routes			
	Route	Location	Peak Hour Number of Buses ⁽¹⁾
120	NW/Wacker Exp ⁽²⁾	Wacker Drive to Illinois St.	19
121	Union Wacker Exp	Wacker Drive to Illinois St.	18
⁽¹⁾ Number for a one hour period during the morning rush hour ⁽²⁾ Rush hour service only			

MICHIGAN AVENUE
SECTION 3: Route Analysis - Lower Michigan Avenue

The maximum number of buses on this segment in the peak hour is 37 between Wacker and Illinois; these buses run as express service, with no stops along this segment.

Structures

There are three structures in this segment, including the Chicago River bridge and viaducts carrying Michigan Avenue over lower Wacker Drive, Hubbard Street, Illinois Street and Grand Avenue. They are shown in *Table 3.34*.

Table 3.34					
Existing Structures					
Structure	Structure No. (SN)	Location	Clearance		Remarks
			Vert.	Horiz.	
Chicago River	016-6035	Michigan Avenue	16'	64'	
Lower Wacker	016-6121	Michigan Avenue	(1)	35'-3"	
Upper Michigan	016-6120	Michigan Avenue	12'-8"	36'-3"	
(1) Westbound is 10'-3"; eastbound is 12'-6".					

3.7.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for Segment 7 of Michigan Avenue include historic structures, memorials and districts. There are six historic structures, three historic memorials and one historic district on this segment. These historic sites are listed in *Table 3.35*.

Table 3.35		
Historical Significance		
Name	Location	Type
Commercial Building	323 North Michigan Avenue	Ill. Hist. Struc. Surv.
Commercial Building	333 North Michigan Avenue	Ill. Hist. Struc. Surv.
Commercial Building	336 North Michigan Avenue	Ill. Hist. Struc. Surv.
Fort Dearborn Site	SW crnr of Wacker and Michigan	Ill. Hist. Lndmk. Surv.
Wacker Historic District	roughly bounded by the north edge of the "Loop" at Michigan Avenue and Wacker Drive including the north and south banks of the Chicago River	National Register
Bridge House	Michigan Ave. and Chicago River	Ill. Hist. Struc. Surv.
LaSalle Memorial	NW crnr of Wacker and Michigan	Ill. Hist. Lndmk. Surv.
Chicago River Memorial	NW crnr of Wacker and Michigan	Ill. Hist. Lndmk. Surv.
Wrigley Building	400 North Michigan Avenue	Ill. Hist. Struc. Surv.
Tribune Tower	435 North Michigan Avenue	Ill. Hist. Struc. Surv.

3.7.4 DEVELOPMENT CHARACTERISTICS

The development characteristics of this segment are significantly different than the comparable segments of the upper level of Michigan Avenue. The lower level provides primarily for service access to buildings that have main entrances on the upper level. This service use is characterized by the presence of loading docks and freight or service entrances to the buildings; there are no other principal uses along this segment. The buildings are set adjacent to the right-of-way on both sides, with the sidewalk also providing access to the loading space. Any future development along the lower level roadway would necessarily be related to development on the upper level segments of Michigan Avenue.

3.7.5 RECOMMENDED IMPROVEMENTS

Improvements to Michigan Avenue have been recommended after evaluating the projected travel demand for the year 2010 along with the existing roadway characteristics and character of development along the SRA route. While the projected 2010 travel demand for Michigan Avenues between 40,000 and 50,000 vehicles per day, the character of the avenue, intensity of development and the need to provide for very high pedestrian volumes preclude widening the upper level roadway to provide additional lanes. However, effective utilization of the additional capacity available on lower Michigan Avenue would benefit the overall operation of Michigan Avenue as an SRA route.

Roadway

Maintenance of the existing roadway configuration for this segment is recommended, providing two 12-foot wide through lanes in each direction, with a 3-foot wide raised concrete median. This cross-section is the most that can feasibly be accommodated within the existing structure of the viaduct.

Intersections

Maintenance of the existing roadway configuration allows combined through/left turn lanes at each intersection. Continuation of the existing southbound right-turn only lane to westbound Wacker Drive would allow for the important turning movements at this intersection.

Parking and Access

Given the existing arrangement of columns supporting the upper level, widening of the existing 8-foot wide parking lanes to provide additional through lanes is not feasible, and therefore continuation of existing parking is recommended. No restrictions are recommended on access to adjacent development; providing service access from the lower level substantially reduces the needs for access on the upper level and thereby helps to preserve roadway capacity.

Traffic Signalization

A synchronized signal system is recommended for this segment. All existing signalized intersections should be incorporated in the system along with new signals at Grand Avenue and Hubbard Street. As synchronized systems are developed on the intersecting SRAs, such as lower Wacker Drive, integration of the lower level Michigan Avenue system into an overall network should be considered.

Structures

There are plans being developed by the City of Chicago and IDOT to rehabilitate the Chicago River bascule bridge and the connecting viaduct north to Grand Avenue; no other structural improvements are proposed.

Transit

No additional transit facilities are recommended for this segment. The existing function of providing express bus service with no local stops should be maintained.

Other Improvements

It is recommended that a consistent street signing system be implemented for this lower level of Michigan Avenue, along with a system of directional signs for traffic to access the lower level from the other segments of Michigan Avenue and intersecting routes. This should reinforce the function of the lower level system to provide additional capacity for carrying traffic through otherwise congested areas.

3.7.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way is required.

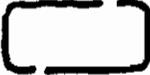
3.7.7 POTENTIAL ENVIRONMENTAL CONCERNS

Potential environmental concerns in this segment are the effect on the historic and architectural character of landmark structures. Because no change in character of the existing roadway or additional lanes are proposed, the impact of recommended improvements should not be significant.

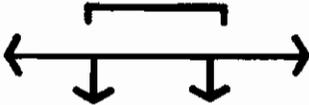
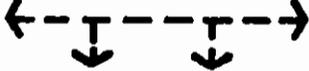
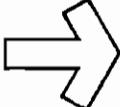
FACILITY CHARACTERISTICS

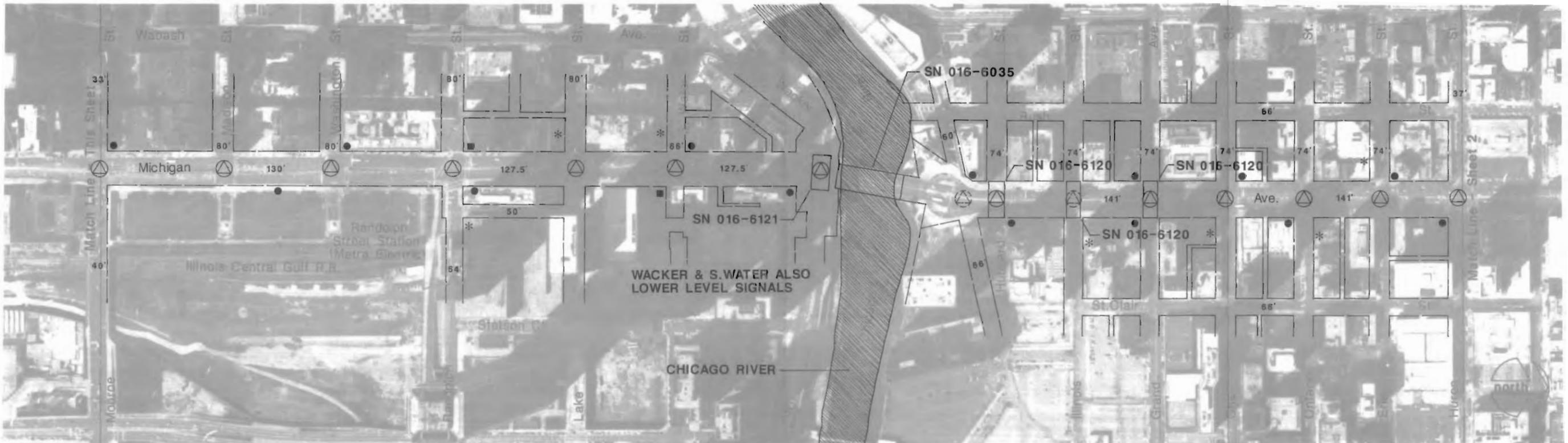
	Existing R/W
	Existing Signal
	Existing Structure
	Bus Stop
	Bus Shelter
	Taxi Stand

ENVIRONMENTAL CHARACTERISTICS

	Wetlands
	Floodplain
	Historic Site
	Sensitive Land Use

RECOMMENDED IMPROVEMENTS

	Proposed R/W
	Proposed Signal
	Modify Structure
	Consolidate Access
	Maintain Access
	Mid-Mile Collector



Michigan Avenue

Existing Facility Characteristics

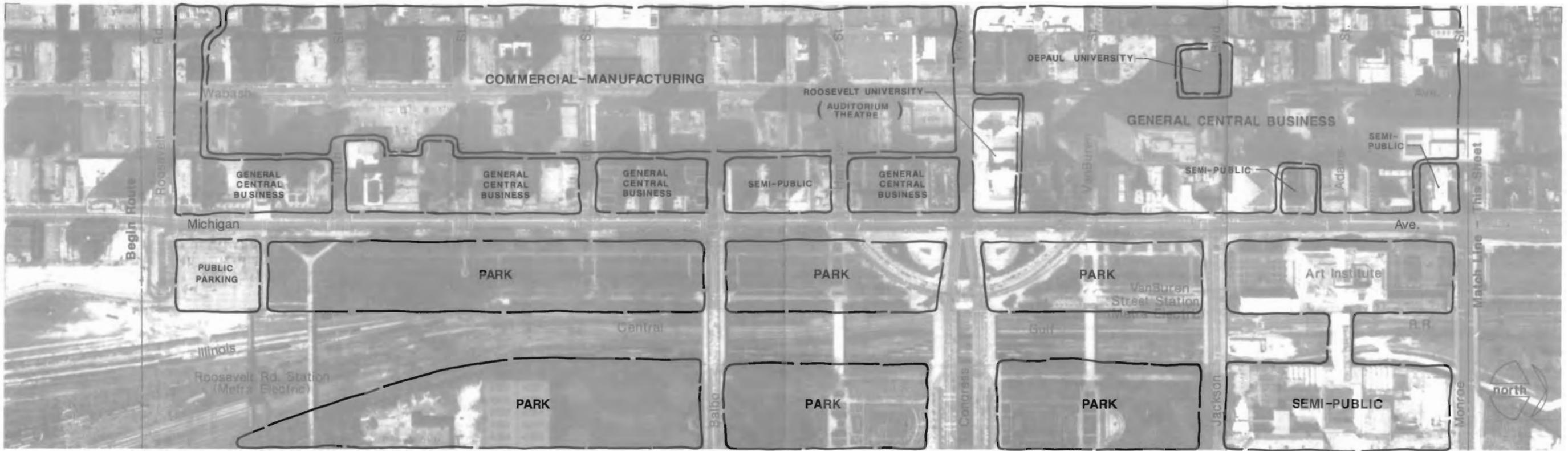




Michigan Avenue

Existing Facility Characteristics





Michigan Avenue

Development Characteristics





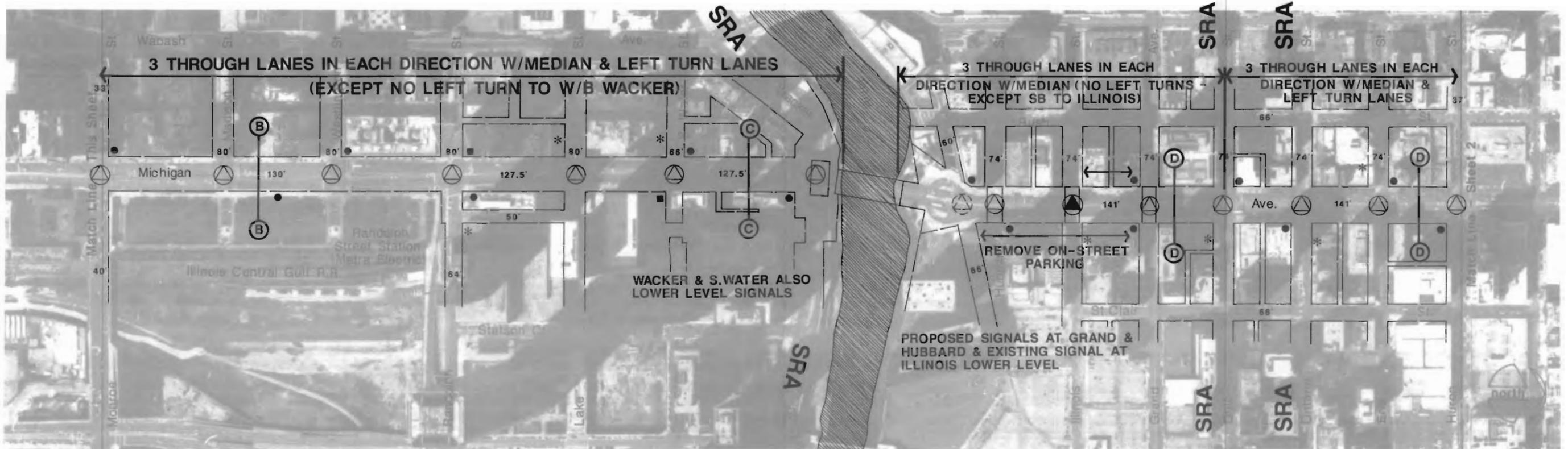
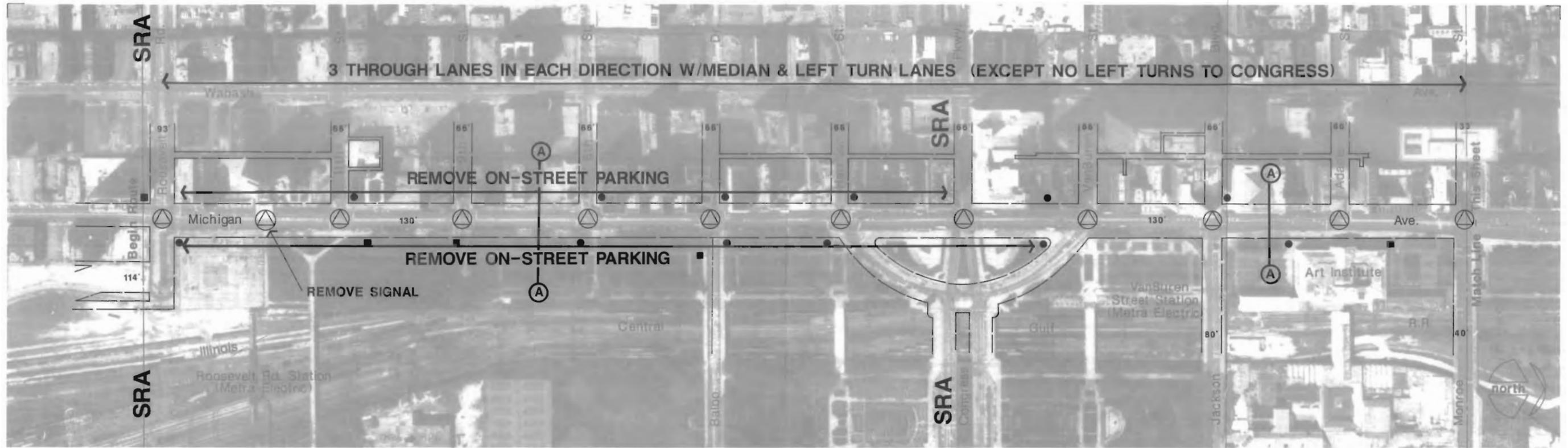
Michigan Avenue

Development Characteristics



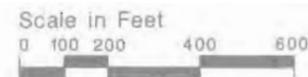
prepared by Harland Bartholomew & Associates, Inc. for the
ILLINOIS DEPARTMENT OF TRANSPORTATION





Michigan Avenue

Recommended Improvements





Michigan Avenue

Recommended Improvements



SECTION FOUR PUBLIC INVOLVEMENT

4.1 THE PUBLIC INVOLVEMENT PROCESS

The public involvement process includes three elements: three SRA Advisory Panel meetings, a public hearing, and newsletters to the Panel members and coordinator. The Panel Meetings were held on March 13 and 22, 1990; November 29, 1990; and June 12, 1991. The public hearing was held July 18, 1991. SRA newsletters – called the **Spotlight** – were issued in August and October, 1990; and in January, March, May, July and October, 1991.

Copies of the meetings minutes, public hearing minutes and comments, and newsletters are included in Sections 4.2 through Sections 4.4.

4.2 ADVISORY PANEL MEETINGS

Meetings of the Michigan Avenue SRA Advisory Panel were held on March 13, 1991; March 22, 1990; November 29, 1990; and June 12, 1991. At the first two Panel meetings, presentations were made to introduce the SRA system, its relation to the 2010 TSD Plan and Operation Greenlight, and the SRA study process. At the November 1990 meeting, presentations were made to review progress on the SRA study and alternative improvement concepts to be considered for Michigan Avenue. At the final Panel meeting, the recommended improvements were presented as in the Preliminary Draft Report.

At each of the Panel meetings, opportunity was provided for those attending the meetings to ask questions, make comments, and discuss the presentations and recommendations. In addition to the Panel members, representatives of the City of Chicago Departments of Planning and Public Works as well as various organizations including the Chicago Transit Authority, Greater North Michigan Avenue Association, Burnham Park Planning Board, attended these meetings.

Copies of the minutes of the Panel meetings are contained in the following pages.

Harland Bartholomew & Associates, Inc.

Planning • Engineering • Landscape Architecture

MEETING MINUTES

STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
MICHIGAN AVENUE/OHIO STREET/ONTARIO STREET

10:00 AM - MARCH 13, 1990
CHICAGO CITY HALL ANNEX
320 NORTH CLARK, ROOM 411
CHICAGO, IL

=====
The SRA Advisory Panel Meeting for Michigan Avenue and Ohio Street/Ontario Street was held between representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA), and the Study Advisory Panel Members on March 13, 1990 at the Chicago City Hall Annex. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided introduction and discussion of the 2010 TSD Plan, Operation Greenlight, and the SRA System.
2. Richard Starr (IDOT) provided the Introduction to the SRA Study.
3. Robert Duchek (HBA) provided an Overview of the Study Process and Discussion of the SRA Design Concept Development.

Following the presentations, the Advisory Panel Members had these questions and comments:

1. What are the duties of the Advisory Panel and when during the study is it scheduled to meet? Ans: The Panel is responsible for reviewing and commenting on the study recommendations and conclusions. The Panel is scheduled to meet with the consultants two additional times during the study: once when alternates are developed for the routes and once prior to the public meeting.
2. Who should be on the Panel? Ans: In addition to those government representatives invited to this meeting, the panel may wish to add representatives from businesses and community organizations along the route.



Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully Submitted,

A handwritten signature in black ink that reads "Paulette M. Carolin". The signature is written in a cursive style with a large initial 'P'.

Paulette M. Carolin, AICP

PMC:cr

cc: Nancy Magnus
Attendees

Harland Bartholomew & Associates, Inc.
Planning • Engineering • Landscape Architecture

MEETING MINUTES

STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
MICHIGAN AVE/OHIO-ONTARIO STREETS/NORTH AVENUE
CITY OF CHICAGO

10:00 A.M. - MARCH 22, 1990
CHICAGO CITY HALL
121 N. LASALLE
CHICAGO, IL

The SRA Advisory Panel Meeting for Michigan Avenue, Ohio/Ontario Streets and North Avenue in the City of Chicago was held between representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA) and the Study Advisory Panel Members on March 22, 1990. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided introduction and discussion of the 2010 TSD Plan, Operation GreenLight and the SRA System.
2. Rich Starr (IDOT) provided the introduction to the SRA Study.
3. Rob Hull (HBA) provided an Overview of the Study Process and Discussion of the SRA Design Concept Development.

Following the presentations, the Advisory Panel Members had these questions and comments:

1. Concern was expressed about the investigation into the toughening of traffic signal warrants. Accident warrant is a troubling factor.
2. Concern was expressed about potential right-of-way acquisition on Michigan Ave. Ans: Right-of-way acquisition on Michigan Ave. has been ruled out.
3. Concern was expressed that a major opportunity for improvement to arterial street system was lost when Crosstown Expressway plans were cancelled.



Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully Submitted,

A handwritten signature in cursive script, which appears to read 'Robert F. Hull'.

Robert F. Hull, P.E.
Project Manager

RFH:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: MICHIGAN AVE, OHIO/ONTARIO, NORTH AVE (CITY OF CHICAGO SEGMENT)

Meeting Location: CHICAGO CITY HALL

Date: MARCH 22, 1990

Name	Representing
BOB GRADY	C.T.A.
Tom Conkin	4 th Ward
Queenie Tennington	6 th Ward. <i>John Stebbins</i>
Tony Blanco	26 th Ward.
Susan Mea	Chicago DPW
George Brown	HOA
Tom Willman	CATS
Joe Voccia	IDOT-DPT
A. F. M.	Alum 42 nd Ward
Rick Star	IDOT
BOB HULL	HARLAND BARTHOLOMEW & ASSOC.

Harland Bartholomew & Associates, Inc.

Planning • Engineering • Landscape Architecture

MEETING MINUTES

STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
MICHIGAN AVENUE

10:00 AM - NOVEMBER 29, 1990
CHICAGO CITY HALL 11th FLOOR

The SRA Advisory Panel Meeting for Michigan Avenue in the City of Chicago was held among representative of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA) and the Study Advisory Panel Members on November 29, 1990. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided an introduction and brief review of the SRA system and its role in the 2010 Transportation System Development Plan.
2. Robert Duchek (HBA) provided a brief review of the SRA study process, discussed the relationship of Michigan Ave to the intersecting major transportation corridors displayed the existing and desirable conditions for the route, and reviewed the alternatives to be studied for bringing the existing roadway to the desirable level of improvement. Three different alternatives are currently under consideration:
 1. To provide a more desirable SRA urban cross section roadway configuration for automobile traffic.
 2. To provide median bus lanes to promote transit usage.
 3. To provide a landscaped center median to make Michigan Avenue more conducive to pedestrian traffic.

Handouts of the three alternatives and other presentation graphics were provided to the Advisory Panel Members.



Following the presentations, the Advisory Panel Members had these questions and comments:

1. Question was asked about a possible need to connect of St. Clair and Rush Streets to upper Michigan Ave. Response was that there is no geometrically feasible way to make the connection.
2. Question was posed concerning the benefits of median bus lanes vs. curb bus lanes. Response: The conflict between right turning automobiles and curb lane bus traffic is eliminated with median bus lanes.
3. Question was asked about pedestrian islands for median bus lanes. Response: Each bus lane would have an adjacent, continuous 8 foot wide loading platform.
4. Concern was expressed about left-turns with median bus lane. Response: Suggest that automobile left-turns be prohibited but that bus left-turns be accommodated as necessary to provide route service.
5. Question was asked if median bus lane concept eliminated existing through lanes or if additional right-of-way acquisition is under consideration. Response: Median bus lane concept would eliminate two through lanes but would still provide for overall four through lanes on Michigan Avenue which would meet desirable urban SRA roadway cross section. Right-of-way acquisition is not being considered for any segment of Michigan Avenue.
6. Concern was expressed about safety of pedestrians and aesthetics associated with the need to separate loading platform from through traffic lanes with concrete barrier for median bus lane concept. Response: Try to discourage uncoordinated pedestrian movement across Michigan Avenue.
7. Question was asked whether median bus lane would continue south of the Chicago River? Response: No, but one conceptual alignment of the proposed Circulator is in the median of Michigan Avenue south of the river.



8. Clarification was requested for specifics on study modifications at the connection between Michigan Avenue and Lake Shore Drive. Response: Only considering minor modifications such as improved ramp geometrics and connection to inner Lake Shore Drive.
9. Statement was made that the Michigan Avenue and Roosevelt Street connection is sensitive and the Central Station plan should be addressing it.
10. Question was asked if Congress Street is being studied in this SRA Study. Response: Congress is an SRA but has not been targeted for study in SRA Year 1 or 2.

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read 'Robert F. Hull', is written above the typed name.

Robert F. Hull

RFH:cr

cc: Nancy Magnus, w/attachments
Attendees

SRA ADVISORY PANEL MEETING

Route: Michigan Avenue

Meeting Location: James Cook Hall

Date: 4/27/77

Name	Representing
John Doe	...
RICH STARR	IDOT
...	...
CARL GRIP	S.S.P.B
Mick Miller	North Loop River
Allan Lee	C.T.A
Martin Beckenberr	Chicago Public Works
Susan Nea	Chicago EPN
Tom Willman	Chicago Area Trans. Study
Ernie Ryan	CRATS
John Mac Manus	C.P.D
Jim Domanchuk	Dept. of Planning - Chicago
JUDITH FLOWERS	DOP - CHICAGO

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
MICHIGAN AVENUE**

**10:00 AM - JUNE 12, 1991
CHICAGO CITY HALL
121 N. LaSALLE
CHICAGO, IL**

The SRA Advisory Panel Meeting for Michigan Avenue in the City of Chicago was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA) and the Study Advisory Panel Members on June 12, 1991. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

Robert Duchek (HBA) provided an Overview of the Study Process, Discussion of the SRA Design Concept Development, and review of specific draft recommendations for Michigan Avenue.

During the presentation, the Advisory Panel Members and their guests had these questions and comments:

1. Concern was expressed about the need for structural changes to insure recommended traffic pattern for the Grant Park Garage is followed. Ans: New turning regulations will be implemented by signage.
2. Concern was expressed about the weaving of cars in and out of traffic at Grant Park. Ans: The new turning regulations and consistent number of lanes are expected to substantially reduce weaving in this area.
3. There were several questions about specific improvements, e.g. whether or not the sidewalk barrier rail between Washington and Randolph would be shortened or lengthened, whether or not the median barrier rail would be shortened to allow more turning radius for buses, whether the signals would be of the median or masthead type, and how the medians would be landscaped. Ans: This is a conceptual study, so recommendations about specific designs are not being made.
4. Concern was expressed about the preservation of the curb cut in front of the Wrigley Building north of the River. In proximity to the closely spaced lights,



buses stopping on Michigan Avenue at this point can cause other traffic to back up. Ans: A removal of the curb cut has not been recommended.

5. Consistency in the number and design of traffic lanes is expected to reduce driver confusion thereby improving traffic flow.
6. The adequacy of demand for through traffic was questioned with respect to removal of parking south of Congress Parkway. Ans: The removal of parking south of Congress Parkway is not necessarily something which is recommended for the short term.
7. Concern was expressed about the continued ability of vehicles to make a U-turn in front of the Hilton Hotel. Ans: It is recommended this U-Turn area be removed.
8. It was requested the logic behind rejection of center bus lanes be explained. Ans: The primary function of Michigan Avenue for the SRA is as a carrier of regional (or through) traffic. The width of the bus lanes and loading platforms would only permit two through traffic lanes in each direction. Also, if the bus lanes were in the center of the street one of two changes would be needed: 1) vehicles would turn left from the through lanes, or 2) the sidewalks would be narrowed. Left turning vehicles would impede through traffic and narrowing the sidewalks would degrade the Avenue's design and function as a pedestrian way.

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,


Paulette M. Carolin, AICP

cc: Nancy Magnus, with attachments
Attendees



ADVISORY PANEL MEETING

Route: MICHIGAN AVENUE

Meeting Location: CHICAGO CITY HALL, RM 1103

Date: 6/12/91

Name	Representing
Eugene Ryan	CATS
Martin Becklund	DPW - BTPP
John M. McDonough	Dept of Planning
Robert Duchek	Harland Bartholomew & Assoc.
Tom Willman	CATS
Rich Starr	IDOT - DIST 1
Tolly Carolin	HRA
Allan Lee	CTA
JOHN MACMANUS	C.P.D.
Kenneth Cook	Dept. of Planning
Josephine Flowers	DOP
Russ Salzman	Greater N. Michigan Ave Assn.

4.3 PUBLIC HEARING

A public hearing was held on July 18, 1991 to present recommended improvements to Michigan Avenue as part of the SRA system and to obtain public input. The public hearing was held in an open house format with exhibits displayed showing the recommended improvements on aerial photographs and in more detailed two-block segments for the entire SRA route from Roosevelt Road to Lake Shore Drive. Also, a slide presentation was shown every half-hour during the hearing. This presentation included the scope and objectives of the SRA system; the relation of Michigan Avenue to the overall system; and the scope of recommended improvements for Michigan Avenue.

Representatives of the Illinois Department of Transportation (IDOT) and the SRA project consultant were available during the hearing to discuss the project and answer questions. A court reporter also was present during the hearing to take oral comments, and written statements were accepted during the hearing. An additional period of 30 days following the hearing was provided for submission of written statements to the IDOT District One offices.

Copies of the public hearing minutes, recorded comments and statements are contained in the following pages.



**Illinois Department
of Transportation**

**INVITES YOU TO ATTEND
A PUBLIC HEARING**

CONCERNING:

**MICHIGAN AVENUE
from LAKE SHORE DRIVE
to ROOSEVELT ROAD**

**OHIO STREET and ONTARIO STREET
from INTERSTATE 90/94 (Kennedy
Expressway) to FAIRBANKS COURT**

**GRAND AVENUE and ILLINOIS STREET
from LASALLE STREET
to LAKE SHORE DRIVE**

**THURSDAY, JULY 18, 1991
1:00 p.m. - 8:00 p.m.
CHICAGO MARRIOTT
540 N. MICHIGAN AVENUE
(use Rush Street entrance)
6th FLOOR
Chicago, IL 60611**

PURPOSE OF HEARING:

- * **To present recommended concept designs for the above routes as part of the Strategic Regional Arterial (SRA) system**
- * **To obtain public input**

A slide presentation will be shown every half hour starting at 1:00 p.m. with the last show at 7:30 p.m. Exhibits will be on display with Illinois Department of Transportation personnel available to discuss the project and answer questions.

Reports concerning the recommended improvements will be available for inspection at the hearing and prior to the hearing at the District One office (address below).

This hearing will be handicapped accessible. Those persons planning to attend and in need of special accommodations should contact Richard Starr (708) 705-4095 at the District One office.

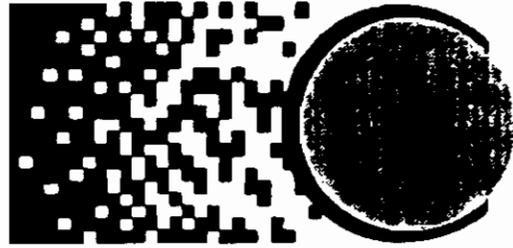
DISTRICT ONE OFFICE

**Illinois Department of Transportation
District 1
Division of Highways
201 West Center Court
Schaumburg, IL 60196-1096**

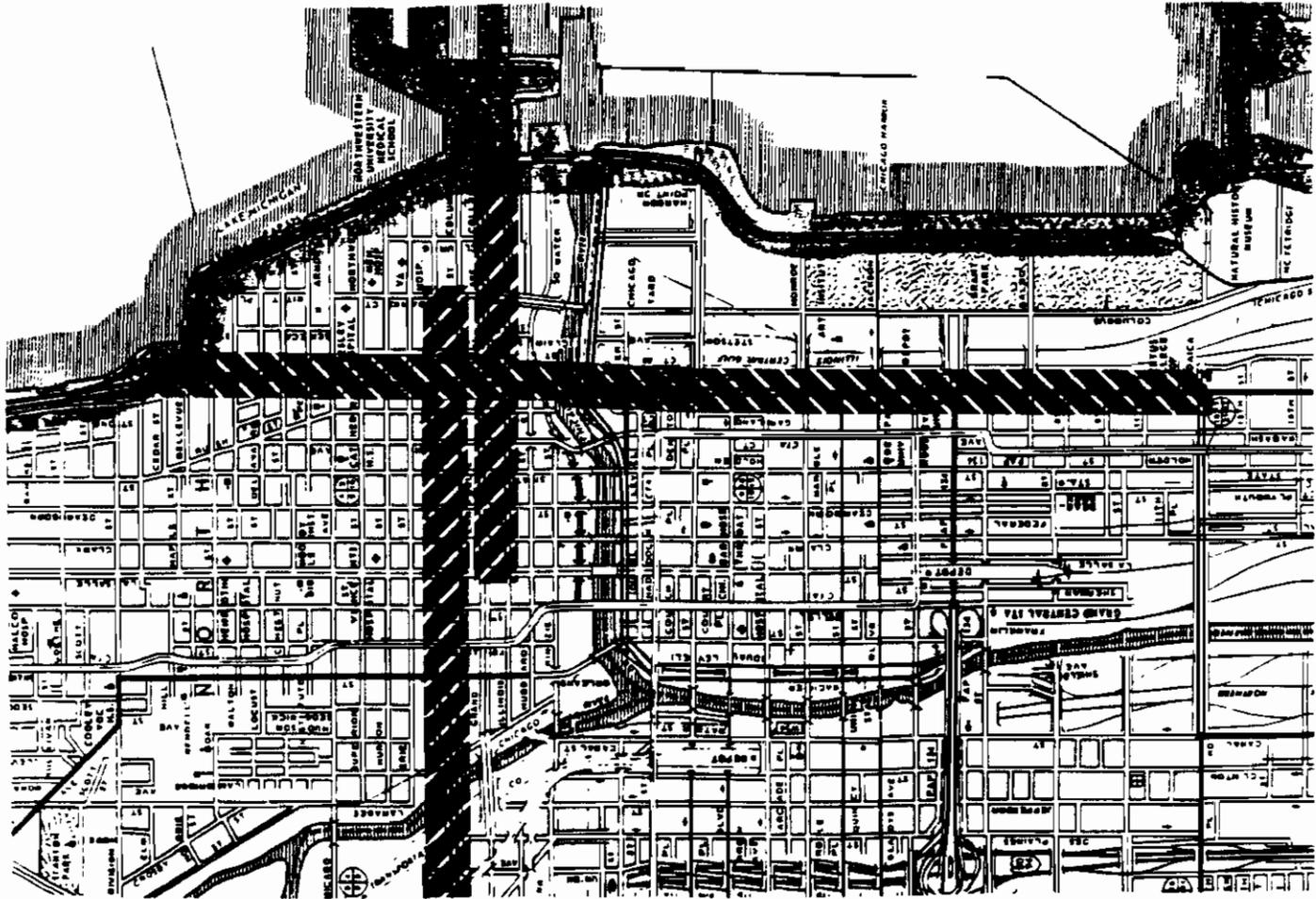
Strategic Regional Arterial

Michigan Avenue
Ohio/Ontario Streets
Grand Avenue/Illinois Street

Public Hearing
July 18, 1991



Operation GreenLight



PURPOSE OF HEARING

- * To present the recommended improvements for Michigan Avenue, Ohio Street, Ontario Street, Grand Avenue and Illinois Street as part of the Strategic Regional Arterial System
- * To obtain public input

THE STRATEGIC REGIONAL ARTERIAL SYSTEM

- * Includes 1,340 miles of existing roads in northeastern Illinois
- * Intended to supplement the expressway system and provide for long distance travel across the region

SUMMARY OF RECOMMENDED IMPROVEMENTS

- * MICHIGAN AVENUE - Three traffic lanes in each direction with continuous median, left-turn lanes and coordinated traffic signals
- * OHIO AND ONTARIO STREETS - Continued operation as a one-way pair with coordinated traffic signals; five lanes in each direction between Orleans Street and Michigan Avenue; and three lanes in each direction between Michigan Avenue and Fairbanks Court
- * GRAND AVENUE AND ILLINOIS STREET - Operation of Grand Avenue and Illinois Street as a one-way pair between LaSalle

Street and Lake Shore Drive with four lanes in each direction and coordinated traffic signals

PROJECT SCHEDULE

- * The Department will consider comments received from this public hearing in the refinement of the recommended improvements
- * A final report concerning the recommended improvements will be prepared. Scheduled completion of this report is fall 1991.

QUESTIONS, COMMENTS AND INFORMATION

Written comments and recommendations may be submitted during the public hearing or may be sent to:

James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Attention: Walter S. Kos, P.E.

All material from the public hearing including any engineering data, as well as written comments from interested individuals, may be reviewed and copied (at the requestor's expense) at the above address. Questions regarding the project should be directed to Rich Starr
(708) 705-4095.

**Summary of Public Hearing
Michigan Avenue Strategic Regional Arterial
Ohio and Ontario Streets/Grand Avenue and Illinois Street
Strategic Regional Arterial**

Thursday, July 18, 1991
1 pm to 8 pm
Chicago Marriott Hotel
540 North Michigan Avenue
Chicago, Illinois

A public hearing was held by the Illinois Department of Transportation to present recommendations for improvements to two routes as part of the Strategic Regional Arterial System and to obtain public input. The routes are: Michigan Avenue from Roosevelt Road on the south to Lake Shore Drive on the north; and a route consisting of portions of Ohio Street, Ontario Street, Grand Avenue and Illinois Street from the Kennedy Expressway (Interstate 90/94) to Lake Shore Drive. The recommended improvements include the following:

- **MICHIGAN AVENUE** - Three traffic lanes in each direction with continuous median, left-turn lanes, and coordinated traffic signals.
- **OHIO AND ONTARIO STREETS** - Continued operation as a one-way pair with coordinated traffic signals; five lanes in each direction between Orleans Street and Michigan Avenue; and three lanes in each direction between Michigan Avenue and Fairbanks Court.
- **GRAND AVENUE AND ILLINOIS STREET** - Operation of Grand Avenue and Illinois Street as a one-way pair between LaSalle Street and Lake Shore Drive, with four lanes in each direction and coordinated traffic signals.

Designation of Grand Avenue and Illinois Street between LaSalle Street and Columbus Drive as part of the Strategic Regional Arterial System is recommended. All improvements for both SRA routes can be accomplished within the existing right-of-way and no acquisition of additional right-of-way is recommended.

The public hearing was conducted in an open house format. A copy of the attendance register for the hearing is provided as Attachment A to this summary. Exhibits showing the recommended improvements were displayed for public viewing. During the hearing, a narrated slide presentation was given every 30 minutes. This presentation included general information about the Strategic Regional Arterial System and Operation GreenLight, as well as identifying the scope of improvements recommended for each of the two Strategic Regional

Arterial Routes. A copy of the narrative for the slide presentation is provided as Attachment B to this summary.

Representatives of the Illinois Department of Transportation as well as the project consultant, Harland Bartholomew & Associates, Inc., were present during the hearing to answer questions and discuss the project recommendations. Also, a court reporter was present during the hearing to take oral comments, and provision was made for submission of written comments at the hearing and for a period of 30 days following the hearing. A copy of the recorded oral comments is provided as Attachment C to this summary; copies of the received written comments are provided as Attachment D. In addition to the recorded oral and written comments, the following comments were expressed to IDOT or project consultant representatives by those attending the hearing:

Michigan Avenue

The timing of removal of on-street parking between Roosevelt Road and Van Buren Street was questioned, on the basis that the existing traffic volumes in this area did not require removal of parking to provide adequate capacity outside peak hours, and parking is now restricted during peak hours.

The need to revise the egress from the Grant Park North parking garage at Monroe Street and Randolph Street, prohibiting through movement to Michigan Avenue, was supported.

Ohio and Ontario Streets/Grand Avenue and Illinois Streets

Concern was expressed about the timing of removal of on-street parking from Ohio Street.

Concern was expressed about the potential for additional traffic using Grand Avenue and Illinois Street to travel between the Kennedy Expressway and Lake Shore Drive.

PUBLIC HEARING REGISTER

Topic: MICHIGAN AVENUE, OHIO/ONTARIO STREETS
GRAND AVENUE/ILLINOIS

Meeting Location: CHICAGO MARRIOTT

Date: JULY 18, 1991

Name (Please print)	Address	Representin
Martin Becklenberg	Chicago - Dept of Public Works	
<i>l. its copy of statement for stat</i> → James J. Brennan	505 N. Lake Shore Dr Chicago, IL 60611 - #4411	Lakefront Home Resident
James Brennan	1 North Loop News 1332 W. Halsted	→
Liz McLean	EJM Engineering 411 S. Wells	EJM
Anne Marie Obata	City News	
Ann Peterson	505 N. LAKE SHORE CHICAGO IL 60611	SOAR
Greg Shinkov	777 N. MICHIGAN Chicago, IL	SOAR
John Mahoney	303 E. WACKER Chicago, IL 60601	CITCA
Bob Israel	Tonawade, Campbell 105 Riverside Chicago IL	
Dino GEORGAS	111 E. ERIE STR CHI ILL. 60611	MWRD.
Alice Cerone	18 Cambridge Oak Brook	
Kenneth Lane	260 E Chestnut Chicago - IL 60611	Self
Joseph McLean	1300 N. Clark Chicago, IL - 60601	City of Chicago Bureau of Forestry

PUBLIC HEARING REGISTER

Topic: MICHIGAN AVENUE, OHIO/ONTARIO STREETS
GRAND AVENUE/ILLINOIS

Meeting Location: CHICAGO MARRIOTT

Date: JULY 18, 1991

Name (Please print)	Address	Representin
MIKE VALVERDE	819 S. WABASH AVE SUITE 800 CH. IL.	Louis BERGER & Assoc.
MARIA MENDEZ	819 S. Wabash Av. Suite 800 CH IL.	Louis Berger & Assoc.
JOE CHICLENISKI ^{Apt. 612}	505 N. LAUREL HOME BL CHICAGO ILL. 60611	L.P.T CONDO, ASSOC.
Brian Mixon	4032 N. Sheridan 60602	Dept of Planning
EUGENE D. SCHMITZ	1322 W WALTON CHICAGO	ARROW MESSANGER
SAMUEL DANENBERGER IV LANDSCAPE ARCHITECT	46 S. MICHIGAN AVE CHICAGO, IL. 60605	DECKER & KEMP
RAYMOND H. NARAS, BUR. OF ENGRG., CITY OF CHGO	370 N. CLARK ST CHICAGO, IL. 60610	CITY OF CHICAGO
BOB ROBERTS	WHARF RADIO CHICAGO, IL 60611	WHARF
RICHARD LUBER	7673 N. Orchard Chicago IL 60649	Self
BELE BELLE ALLEN	111 East Chestnut CHGO 60611	William Kory Consulting Company IN
ROBERT A. KUBICEK	MID AMERICA BANK 1 PRUDENTIAL PLAZA CHICAGO IL	MID-AMERICA NATIONAL BANK OF CHICAGO
Robert Smorski	4710 N. Lincoln Chicago, IL 60625	Inside 6th Coast Newspaper
Susan Anton	600 S. Michigan Ch 60605	GP C&L

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PUBLIC HEARING REGISTER

Topic: MICHIGAN AVENUE, OHIO/ONTARIO STREETS
GRAND AVENUE/ILLINOIS

Meeting Location: CHICAGO MARRIOTT

Date: JULY 18, 1991

Name (Please print)	Address	Representin
<i>J. Cohen</i>	990 N Lake Shore	
<i>Paul Klask</i>	1 East Schiller	
<i>Jim Buzek</i>	55 E. Monroe	
<i>GEORGE J. KOTOURIS</i>	5400 S. CORNWELL	
<i>Scott Andur</i>	600 Central #142 Highland Pk 60035	Steven Andur Realty Co.
<i>Sander Allen</i>	990 N. Lake Shore	990 N. Lake Shore condo #27
<i>Russ Salzman</i>	GNMMA 645 N. MICHIGAN SUITE 600 SOAR	CHGO IL 60611
<i>WALTER G. LASKIN</i>		
<i>Phil Dunne</i>	<i>Wesley Andrew Walsh</i> 160 N. Wadswell St	
<i>Raymond Minkus</i>	"	
<i>Steven Andur</i>	8452 Pryor Mtn IL 60448	Self
<i>TED MAZOLA</i>	400 Green	15 th Ward alder
<i>Joshua Flowers</i>	Dept of Planning 121 N. La Salle	City

PUBLIC HEARING REGISTER

Topic: MICHIGAN AVENUE, OHIO/ONTARIO STREETS
 GRAND AVENUE/ILLINOIS

Meeting Location: CHICAGO MARRIOTT

Date: JULY 18, 1991

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Name (Please print)	Address	Representin
LEOCA PERKINS	505 N. LAKE SHORE DR. CHICAGO IL 60611	La to Joint DPPW/IL-CHICAGO
Jeanne V. Schneider	625 N. Michigan Chicago IL	Ejm
Marion Sargan	60631	CI ES
Barb Maloy	Bureau of Trans. City of Chicago 320 N. Clark	DPPW City of Chicago
Jane DMA	4921 N. Seely CHICAGO IL 60625	AMA
Jim Norton	303 E. Wacker Dr. Suite 600 Chicago IL 60601	Conser Townsend & Assoc.
Wenon Peetke	5815 N. Sheridan Chicago 60660	
ANN K. ZINGHEIM	505 N. LAKE SHORE DR. CHICAGO, IL 60611	
Barbara Levine	505 N. Lake Shore Dr Chicago IL 60611	
JAMES MURPHY	333 E. CHICAGO #901 60611	
MARK THOMAS	8700 W. BRYN MAWR 60631	CRSS
Robert L Goodrum	400 E RANDOLPH Chicago IL 60601	

PUBLIC HEARING REGISTER

Topic: MICHIGAN AVENUE, OHIO/ONTARIO STREETS
GRAND AVENUE/ILLINOIS

Meeting Location: CHICAGO MARRIOTT

Date: JULY 18, 1991

Name (Please print)	Address	Representin
Joel Karter	3544 N. Wilton Chicago, IL	Gifford
Paul A. Lys	307 N. Michigan Ave Chicago, Ill. 60601	Central Mich Ave. Assoc. - Pres.
NORMAN FISHMAN	134 N. LA VILLE CHICAGO 60602	SELF
Chuck Sikaras	200 N. LaSalle St CHICAGO, IL 60601	CAFI
Phil Byron	320 N. Clark Chicago, IL	Chicago DPO
FRANK R. ZINGARINI	505 N. LAKE ST DR CHICAGO, IL 60611	US
Dave ZAWADA	20 N. Wacker Dr. Chicago, IL 60606	H. W. Lohner, Inc
Robert Benjamin	Rm 302 320 N. Clark Chicago, IL 60610	Chicago Forestry
MELVYN A. SKVARLA	CHICAGO, ILLINOIS	AFA
Stewart B Smith	535 N Michigan 1109 Chicago 60611	Medinal Temp k

MICHIGAN AVENUE - OHIO/ONTARIO (GRAND/ILLINOIS)
PUBLIC MEETING SLIDE PRESENTATION

Welcome to this Public Hearing. The Illinois Department of Transportation is pleased to present recommended improvements for two routes designated as part of the Strategic Regional Arterial System. These routes are:

- Michigan Avenue from Roosevelt Road to Lake Shore Drive;
- Ohio Street and Ontario Street from Interstate 90/94 (Kennedy Expressway) to Fairbanks Court; and
- Grand Avenue and Illinois Street from LaSalle Street to Lake Shore Drive

The Strategic Regional Arterial System is a 1340-mile network of existing roads in Northeastern Illinois. This system is part of the 2010 Transportation System Development Plan adopted in 1989 as the official long-range plan for transportation improvements in the six-county area of Northeastern Illinois.

The Strategic Regional Arterial System is also a major element of Operation GreenLight, an eight-point program developed in response to a growing awareness of traffic congestion in the region. In the last few years, rapid economic development and population growth have resulted in increased congestion on the expressways and on arterial and local streets as well. Although projects are underway to increase the capacity of the highway and transit system, continued economic and population growth are expected to place increasing demands on the transportation system.

As one of the key elements in Operation GreenLight, the Strategic Regional Arterial System is intended to supplement the expressway system by providing a network of roads for long-distance travel across the region. The system is also intended to improve access to the expressway system and major transit routes for regional trips.

However, the Strategic Regional Arterial System alone is not intended to solve the congestion problem in the Chicago area. In addition to creating the Strategic Regional Arterial System, Operation GreenLight also includes other elements, such as developing major transit and highway facilities; improving other arterial routes in the region; and reducing demand on the highway and arterial system.

Together the eight points of Operation GreenLight are a blueprint for a comprehensive approach to improve transportation in Northeastern Illinois, and planning the Strategic Regional Arterial System is receiving high priority.

Within the overall system, three different route types have been defined based upon future density of development in the region. The three route types are designated as rural, suburban and urban.

Urban routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park. Suburban route designations encompass most of suburban Cook and Lake Counties, all of DuPage County and the more developed portions of McHenry, Kane and Will Counties. Rural routes are located in the outer portions of Lake, McHenry, Kane and Will Counties.

Each of the three route types has different characteristics which affect the type and scope of potential future improvements. Routes located in densely urbanized areas typically have minimal possibilities for roadway expansion. However, improvements could be made to intersections, local transit facilities and low structural clearances. For routes in developing suburban areas, preservation of right-of-way, additional lanes on roadways, and signal coordination may be considered. In rural areas, preservation of right-of-way and controlled access would provide for movement of through traffic and accommodate future needs.

Desirable characteristics for each of the three route types have been defined in the Strategic Regional Arterial Concept Report, completed in January, 1991. These characteristics identify desirable standards in planning for the routes on the system.

Detailed studies of the entire 1340-mile system are being carried out in phases over the next five years. The first phase of studies, which began in January, 1990, covers 245 miles of the system, including the Michigan Avenue, Ohio Street, Ontario Street, Grand Avenue and Illinois Street routes.

Development of a comprehensive, long-range plan for the entire Strategic Regional Arterial network is necessary in order to implement improvements to the system in a coordinated and cost effective way. To accomplish this consistently throughout the system, the route studies are guided by eight objectives.

- Determine the types of roadway improvements needed for each route including additional lanes, signalization and interchanges.

- Identify and protect needed right-of-way.
- Examine ways to enhance public transportation.
- Manage access to Strategic Regional Arterial routes to improve through traffic movement and reduce conflicts.
- Coordinate land use and development projects with transportation improvements.
- Identify ways to accommodate the growth in commercial traffic.
- Accommodate necessary bicycle and pedestrian travel on the Strategic Regional Arterial route corridors.
- Identify potential environmental concerns.

For the past twelve months, the Michigan Avenue and Ohio/Ontario route studies have been carried out . This began with the collection and analysis of information about conditions along both routes. With information about existing and projected conditions, possible improvements for the Strategic Regional Arterial route were determined and a screening process identified significant environmental conditions along each route. Construction cost estimates for the recommended improvements for each route were prepared. Consideration also was given to right-of-way needs and availability to accommodate recommended ultimate improvements.

Throughout the planning process, local involvement and coordination efforts included meeting with an Advisory Panel for each Strategic Regional Arterial route. A regular newsletter for each Panel has informed members about the Strategic Regional Arterial program and ongoing route studies, and a draft report has been prepared for each route.

Following this public hearing, a final report will be prepared, documenting the route studies, recommended improvements and public involvement including comments from this meeting.

Implementation of improvements may occur over a period of many years and each improvement project will involve more detailed study to develop specific plans. Continued public involvement and community coordination will be an integral part of the process throughout the design and construction of future improvements.

Michigan Avenue is a Strategic Regional Arterial route between Roosevelt Road and Lake Shore Drive, a distance of 2.5 miles.

Michigan Avenue is one of Chicago's grand streets. It parallels Grant Park, has a number of landmark buildings and crosses the Chicago River on a unique double-decked bridge. North Michigan Avenue is the heart of the Magnificent Mile, where many of the City's newest developments are located. These developments typically included more than one type of use and may combine a hotel, shops, offices and residences. Physically, Michigan Avenue has broad sidewalks and a wide roadway that are necessary to accommodate the heavy volumes of pedestrian and vehicular traffic. Abundant landscape planting is another important feature of Michigan Avenue.

As part of the SRA System, Michigan Avenue is connected to other regional transportation facilities by five intersecting Strategic Arterial Routes: Roosevelt Road, Congress Parkway, Wacker Drive, the Ohio/Ontario Street one-way pair and Lake Shore Drive.

Transit operations are also important on Michigan Avenue, where thirty-one bus routes carry over 16,000 riders in the morning peak-hour. CTA rapid transit lines which operate parallel to Michigan Avenue on State and Wabash Streets carry almost 70,000 passengers each day. Also, some 27,000 passengers each day board Metra Electric and South Shore commuter trains through three stations along Michigan Avenue.

Michigan Avenue is classified as an Urban Strategic Regional Arterial route, for which a minimum of two through traffic lanes in each direction with at least a 72-foot wide right-of-way are desirable. At present, Michigan Avenue has at least three through traffic lanes in each direction and a right-of-way which is at least 116 feet wide.

The projected travel demand for Michigan Avenue in the year 2010 is over 50,000 vehicles per day, south of the Chicago River, and over 40,000 vehicles per day north of the river. In comparison, the most recent recorded daily traffic volumes on Michigan Avenue range from 19,000 at Roosevelt Road to nearly 40,000 north of Chicago Avenue.

The recommended roadway improvement for Michigan Avenue maintains a consistent three through traffic lanes in each direction between Roosevelt Road and Oak Street. With a 14-foot wide center median, the roadway would be 80 feet in width. For most of the length of Michigan Avenue this width would allow sidewalks of between 16 and 28 feet in width on each side of the street.

Between Monroe and Randolph Street, a total roadway width between 92 and 118 feet is required to maintain the existing entrance and exits for the Grant Park North Underground Garage. To reduce conflicts with through

traffic on Michigan Avenue, it is recommended that traffic from these exits not be allowed direct access to Michigan Avenue. Traffic from the southbound exit would be required to turn left onto Monroe Drive while traffic from the northbound exit would be required to turn right onto Randolph.

Left-turn lanes would continue to be provided within the center median wherever left-turns are permitted. Where left-turn lanes are not required the median could be landscaped to be consistent with the "boulevard" character of Michigan Avenue.

Coordination of traffic signal in a single system between Roosevelt and Oak is recommended as a way to improve traffic flow at a relatively low cost. Design of this system is now underway, and in the future could be connected into a single network with signal systems on intersecting routes to further improve traffic flow.

Other measures to improve traffic flow are removal of on-street parking and relocation of loading and service access. As the recommended roadway cross-section is implemented, removal of on-street parking would be necessary to maintain adequate capacity for through traffic. Also, it is recommended that no new driveways onto Michigan Avenue be allowed; all service, parking and other vehicular access should be from the side streets or alleys. Lower Michigan Avenue also should be used to provide service access.

Because Michigan Avenue carries as many as 143 buses in a one-hour peak period, transit facilities are an important consideration. The existing system of staggered block locations for bus stops appears to work well. However, conversion of near-side stops (located before the intersection) to far-sided stops (located beyond the intersection) should be considered in selected locations to improve traffic flow.

It is recommended that all stops be provided with shelters of a standard architectural design compatible with the "boulevard" character of Michigan Avenue.

A final recommendation is that formal, consistent street tree and landscape planting be implemented to reinforce the special character of Michigan Avenue.

The Strategic Regional Arterial route using portions of Ohio and Ontario Streets, as well as portions of Grand Avenue and Illinois Street, extends between the Kennedy Expressway and Lake Shore Drive, a distance of 1.2 miles.

As designated in the 2010 Regional Transportation Plan, the route includes Ohio and Ontario Streets opening as a one-way pair between Orleans Street and Fairbanks Court. It also includes Grand Avenue and Illinois Street operating as a one-way pair between Columbus Drive and Lake Shore Drive, with Fairbanks Court/Columbus drive as the connecting link between the Ohio/Ontario and Grand/Illinois one-way pairs. However, Fairbanks Court has a narrow right-of-way and pavement and is also part of a corridor now under study for a light rail transit route as part of the Central Area Circulator System. By extending the Grand/Illinois Strategic Regional Arterial designation west to LaSalle Street, multiple links for traffic between the Ohio/Ontario and Grand/Illinois one-way pairs can be provided. Together, the two one-way pairs would operate as complementary routes in the overall system, with Ohio/Ontario providing access to and from the Kennedy Expressway and upper Michigan Avenue, while Grand/Illinois would provide access to and from lower Michigan Avenue, Columbus Drive and Lake Shore Drive. Therefore, it is recommended that Grand Avenue and Illinois Street be designated as an Strategic Regional Arterial route between LaSalle Street and Columbus Drive, as well as between Columbus Drive and Lake Shore Drive.

Although the Ohio/Ontario/Grand/Illinois route includes some of the most rapidly developing portions of the Chicago Central area, existing transit service along the route is relatively limited. The CTA provides bus service along the route, primarily on Grand Avenue and Illinois Street carrying about 3,500 passengers in the morning peak hour. This is about 20 percent of the number for the same period on the Michigan Avenue bus routes. The CTA's Howard and Ravenswood rapid transit lines cross the route at State Street and Franklin Street respectively, although the only station is on the Howard line at Grand Avenue.

For an Urban Strategic Regional Arterial route, a minimum of two through traffic lanes in each direction with at least a 72-foot wide right-of-way are desirable. At present, Ohio and Ontario Streets have at least three through traffic lanes in each direction west of Michigan Avenue and at least two through lanes in each direction east of Michigan Avenue. Together Grand Avenue and Illinois Street also have at least two through lanes in each direction. Each of the streets on the route has a 74-foot wide right-of-way.

The projected combined travel demand for Ohio and Ontario Streets by the year 2010 ranges from over 50,000 vehicles a day west of Clark Street to less than 30,000 vehicles a day east of Michigan Avenue. For Grand Avenue and Illinois Street, the combined projected travel demand is in the range of 30,000 to 40,000 vehicles per day.

West of Orleans Street, the route would continue to operate as a grade separated roadway providing access to and from the Kennedy Expressway. Work is now underway to provide direct connections to and from the Kennedy express lanes. There are no other improvements recommended for this portion of the route.

The recommended roadway improvement for Ohio and Ontario Street maintains a consistent five lanes in each direction between Orleans Street and Michigan Avenue and three lanes in each direction between Michigan Avenue and Fairbanks Court. Within the existing 74-foot wide right-of-way, the roadway width on both Ohio and Ontario would be 55 feet between Orleans and Michigan Avenue and 33 feet between Michigan Avenue and Fairbanks Court. The recommended roadway improvement for Grand Avenue and Illinois Street is based upon the operation of the streets as a one-way pair between LaSalle Street and Lake Shore Drive. Grand Avenue and Illinois Street would have a consistent four lanes in each direction and a 44-foot wide roadway pavement on each street within the existing 74-foot wide right-of-way.

Existing on-street parking could be accommodated on all segments of the route, except at intersections, where the curb lanes would be used as turn lanes. In the future, travel demand increases, removal of on-street parking should be considered where necessary to maintain adequate capacity for through traffic.

It is recommended that no new driveways providing access to the Strategic Regional Arterial route be allowed; all service, parking and other vehicular access should be from the side streets or alleys. Also, valet parking should be limited to off-street locations.

A coordinated traffic signal system is recommended for the entire length of the route to improve traffic flow. This system should also be coordinated with the system to be installed on Michigan Avenue as well as with future systems on intersecting routes.

With the recommended operation of Grand and Illinois as a one-way pair west of Michigan Avenue, relocation of eastbound bus stops from Grand Avenue to Illinois Street is necessary. The new locations should provide adequate spacing and allow efficient transfer to intersecting routes, and where possible, should be far-side stops (located beyond the intersection) to improve traffic flow. To accommodate waiting passengers, consideration should be given to installing curbside shelters at all bus stops.

A final recommendation for this route, as for Michigan Avenue, is that formal, consistent street tree and landscape planting be implemented.

Additional information concerning the Strategic Regional Arterial program, as well as the studies and recommended improvements from Michigan Avenue, Ohio Street, Ontario Street, Grand Avenue and Illinois Street as part of the Strategic Regional Arterial system may be viewed in the adjoining room, and representatives of the Department of Transportation and the project consultant will be available to answer questions. A court reporter, also located in an adjoining room will be available to take any statement you may wish to make. Written comments may be submitted at this meeting or may be sent to the Department of Transportation at the address shown in the project brochure.

Thank you for participating in this public hearing.

Public Hearing July 18, 1991

Sander Allen: I am president of the 900 Lake Shore Drive Condominium Association. I do not think it is physically feasible to put a circulator up Fairbanks Drive, nor to have a circulator add to the traffic problems of Streeterville. No one will have access to the hospital on an emergency basis; traffic is at a standstill now without it, without the circulator.

You will not be bringing customers to the shops on Michigan avenue, if that is the objective, nor will you be reducing traffic congestion.

My name is Ciczewski and I am a homeowner and resident of Lake Point Towers Condominium Association; I am also a Board Member of Lake Point Towers Association.

And the residents of Lake Point Towers are very concerned about the traffic planning and we would request that the Illinois Department of Transportation would allow our Navy Pier Committee to meet with them and have input on the planning of this most significant traffic study as it relates to our property and surrounding area. Thank you very much.

I am Vivian Roviario and I am a homeowner and

Public Hearing July 18, 1991

resident of Lake Point Towers. And I would like the Illinois Department of Transportation to consider Lake Point Towers' traffic problems as they relate to the planned proposals, and I would like them to have an input from the residents and the Lake Point Towers Condo Association when they are making their final decisions.

I am Leola Perkins and I live at Lake Point Towers. We at Lake Point Towers are very concerned about Illinois/Grand going SRA streets, and that with the implementation of the circulator that will be there will not be enough room for cars to get into our building and for us to get into our building.

I understand the circulator will take about one and a half lanes, and that reduces dramatically the lanes available for traffic. We want, we think, it is imperative that we retain our eastbound lane on Grand Avenue east of Lake shore Drive so that we have access to our building, and so that emergency vehicles have access to our building.

The safety factor is our concern about emergency vehicles getting to our building is of the utmost importance to us.

Designating Fairbanks as a connecting link and

Strategic Regional Arterial
Michigan Avenue Ohio/Ontario Streets
Grand Avenue/Illinois Street

3

Public Hearing July 18, 1991

Fairbanks also being designated as a circulator street will reduce the lanes to fit on Fairbanks to almost nothing. The area east of Michigan Avenue is becoming more and more residential and these SRA plans do not take into account that this will be a residential neighborhood.

In my opinion in many of us who are long-time business and resident citizens in this area want to let you know that the pedestrian traffic has been totally ignored in the past few years, and it seems to be continually ignored by recommendations SRA is making for public transportation to stop at every other block.

It does not serve the pedestrian citizen either able or walking on crutches who have to use transportation in the area to walk two blocks in order to ride one block. In order to have good flow of traffic, pedestrian traffic should be considered a priority secondary to the traffic that is vehicular.

There seems to be a lack of protection for the pedestrian and the business people in the area who depend upon pedestrian traffic to come into their places of business, and if it makes it difficult for somebody to get from one point to another because they relegated to the end of the considerations for traffic, then the whole thing is a

Strategic Regional Arterial
Michigan Avenue Ohio/Ontario Streets
Grand Avenue/Illinois Street

4

Public Hearing July 18, 1991

farce.

And since it is citizen taxpayers that pay for this projected plan which has some merit, that should be paramount in any consideration of a program. The projected treed median portions of Michigan Avenue seem to be a version of Park Avenue in New York City.

Our concern is that the pedestrian and the public transportation service stops seem to have been lost in the shuffle, if not totally ignored; and the stops should be resumed at each block again between Oak and Roosevelt. The bus stop should be across the corners and not across the intersections.

In any event, the bus stop at each corner should be at least between Oak and the River. If they want to go beyond the river to Roosevelt Road that is perfectly fine because there are business establishments along the entire artery.

It would have been thoughtful had the SRA proponents invited citizens in when they were developing their concept so that would have been considered in their development and not as an afterthought. Thank you.



Heart of America Challenge

11 South LaSalle Street • Chicago, Illinois 60603 • (312) 287-7223

22 Mar 91

Mr. John LaPlante
Commissioner of Public Works

Dear John;

We have not communicated since I testified at the public hearing at the Merchandise Mart in December. But there are a few things I wanted to summarize about our conversation after the meeting.

1. There must be 4 thru lanes of traffic from Columbus Dr. east to Lake Shore Dr. This means truck deliveries must be eliminated and the Circulator must be routed along the N. Water St. Corridor.
2. The Pier Columns at Mich & Grand must be moved back. This includes the ones at Mich & Ill, although the roadway clearance is slightly wider here.
3. Right of way must be taken on the east side of Kingsbury NOW, to provide an extra lane for the future.
4. Extend New St. thru to Grand to prevent cross over of traffic turning onto Illinois who want to go west. I know John, it would require the taking of some land and the installation of some more lights.
5. Widen McClurg between Grand & Ohio

Sorry about the frequent use of the word MUST, but the City of Chicago is noted for applying band aids at a later date.

Sincerely yours;

Walter G. Larkin
Pseudo Traffic Expert

600 N. McClurg Ct.
Apt 2012A
60611

w

Attachment D

4.4 NEWSLETTERS

A semi-monthly newsletter was prepared and distributed to members of the Michigan Avenue SRA Advisory Panel. This newsletter, called the **Spotlight**, was designed to inform Panel members about the SRA study and its progress. Included in the newsletter were articles concerning topics and issues of general interest for the SRA system, as well as articles covering particular aspects of the Michigan Avenue study. In addition, a Question and Answer section addressed specific concerns about Michigan Avenue in relation to the SRA study.

Copies of all seven issues of the **Spotlight** prepared for the Michigan Avenue SRA Advisory Panel are contained in the following pages.

SRA SPOTLIGHT

MICHIGAN AVENUE ADVISORY PANEL

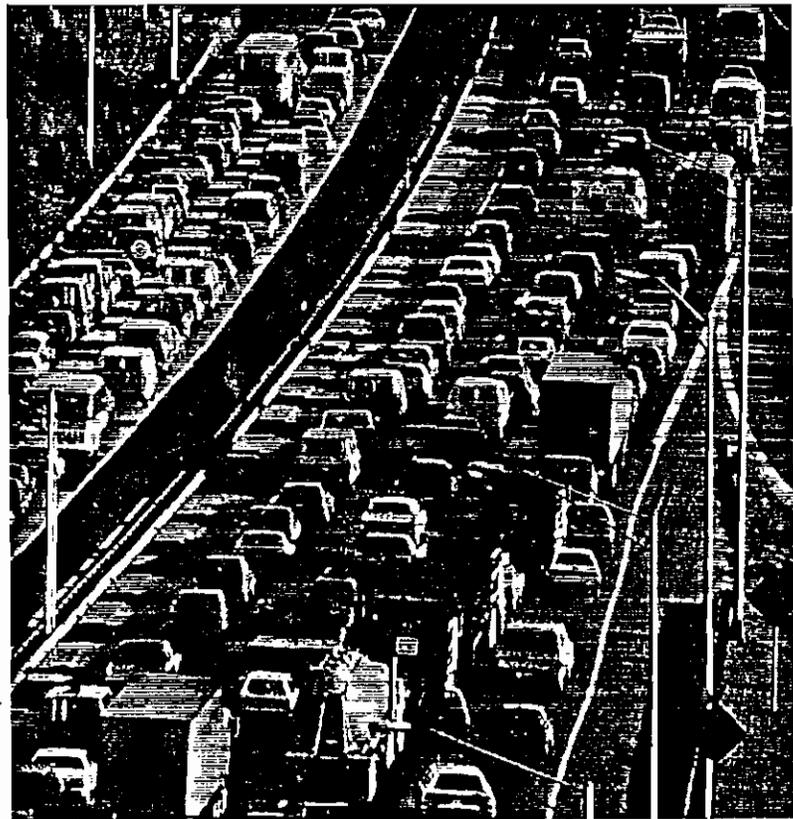
THE SRA PROJECT

The Strategic Regional Arterial (SRA) system is a 1,340 mile network of existing roads in the Northeastern Illinois region. They create a network of 146 routes which is to act as a second tier to the expressway system. Routes are found in urban, suburban and rural areas. They carry a large volume of long haul automobile and commercial traffic.

The SRA system is defined in the 2010 Transportation System Development Plan. The Plan was adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC).

The SRA system is one response to mounting traffic congestion throughout the region. CATS estimates travel in the year 2010 will be 23 percent more than it was in 1980. Meeting the 2010 needs is the goal of the study.

Historically, some arterial roads have accommodated regional travel. Roads such as Milwaukee Avenue in the north, Rand Road in the northwest, Harlem Avenue to the south, and the east-west North Avenue were the regional travel routes before the expressways. Others, such as Lake-Cook Road and Randall Road offer continuous stretches of roadway which lend themselves to long distance travel. These are the roads which are becoming the most congested with regional travelers. The



Illinois Department of Transportation (IDOT) and local governments have identified over 1,300 miles of these arterials.

The primary purpose of the study is to answer the following question:

What can be done to make this existing arterial street system function as efficiently as possible?

The search for answers to this question yields the following topics:

- The desirable SRA route design;
- The appropriate level of service;
- Interrelationship of arterials within the SRA system;
- Methods to reduce delay;
- Appropriate locations for roadway widening;
- Existing and needed right-of-way;

(Continued on page 4)

SRA ONE PART OF OPERATION GREEN LIGHT

SRA is one part of a much larger project to address traffic congestion: *Operation Green Light*. Other activities include:

Develop Major Transit/Highway Facilities: This element will contribute to freeway and transit projects in the 2010 Plan. Also, it will begin engineering studies and preserve right-of-way for future routes.

Improve Other Key Arterial Roadways: If the SRA network is to carry regional traffic, the remaining roadways must play a more important role in carrying local traffic. This element will address improvements that will make them more efficient.

Identify Strategic Transit Improvements: There are two goals for this element. This element will work to make transit more convenient and swift. Also, it will encourage more pedestrian and bicycle routes.

Improve Freeway Traffic Management: Information about accidents and blocked lanes is available almost immediately. This element will develop ways to provide this information to other drivers and to emergency personnel more quickly. Other priorities are controlling the rate at which vehicles enter the freeway and continuing the installation new toll collection equipment.

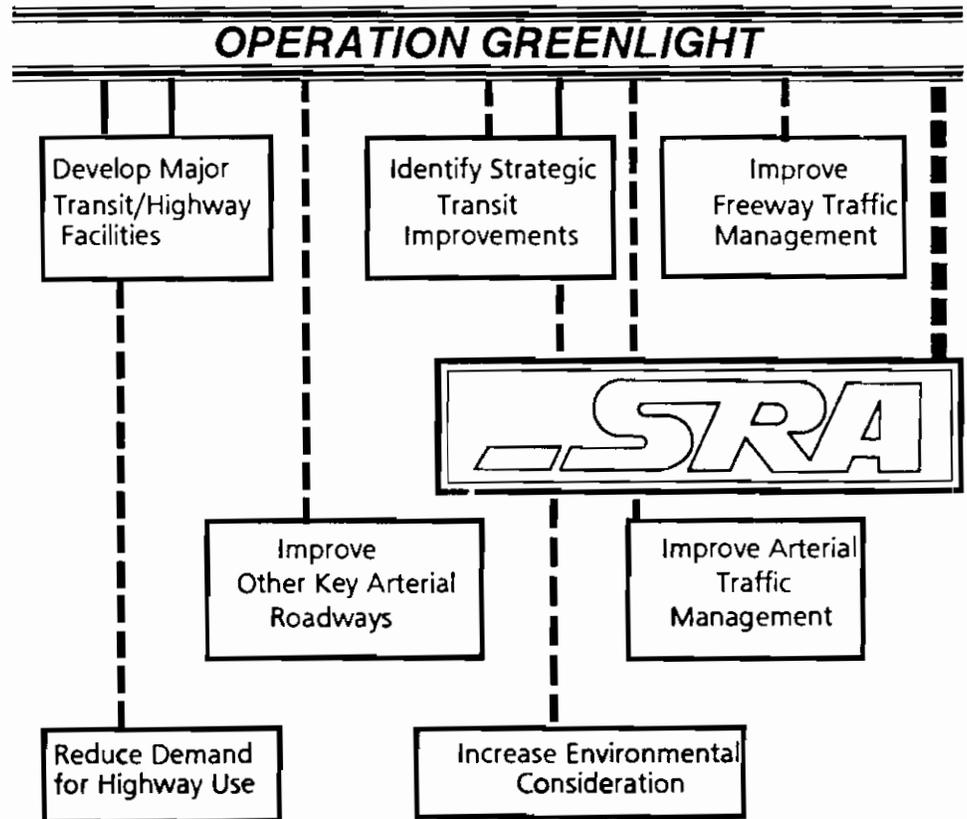
Improve Arterial Traffic Management: Like freeways, better information systems for these routes will reduce congestion. Providing this

information to individual drivers will require sophisticated systems. New equipment for private cars is being tested. Traffic signal networks are also very important. SRA will address these same topics.

Reduce Demand for Highway Use: This element examines ways to reduce the number of vehicles on the road, particularly at rush hours. Increasing the number of people in each vehicle is the purpose of most strate-

gies. Sharing rides and taking mass transit are ways that workers could help. Businesses could offer preferred parking to people sharing rides and support the costs of sharing rides. This element also encourages shifting work schedules.

Increase Environmental Consideration: Studies of ways to reduce noise and air pollution, to improve the appearance of roads, and to increase cooperation among local governments are all part of this element.



STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

The Strategic Regional Arterial will be a new kind of road – an arterial that takes on some of the functions of an expressway. This is how it fits into a conventional roadway hierarchy.

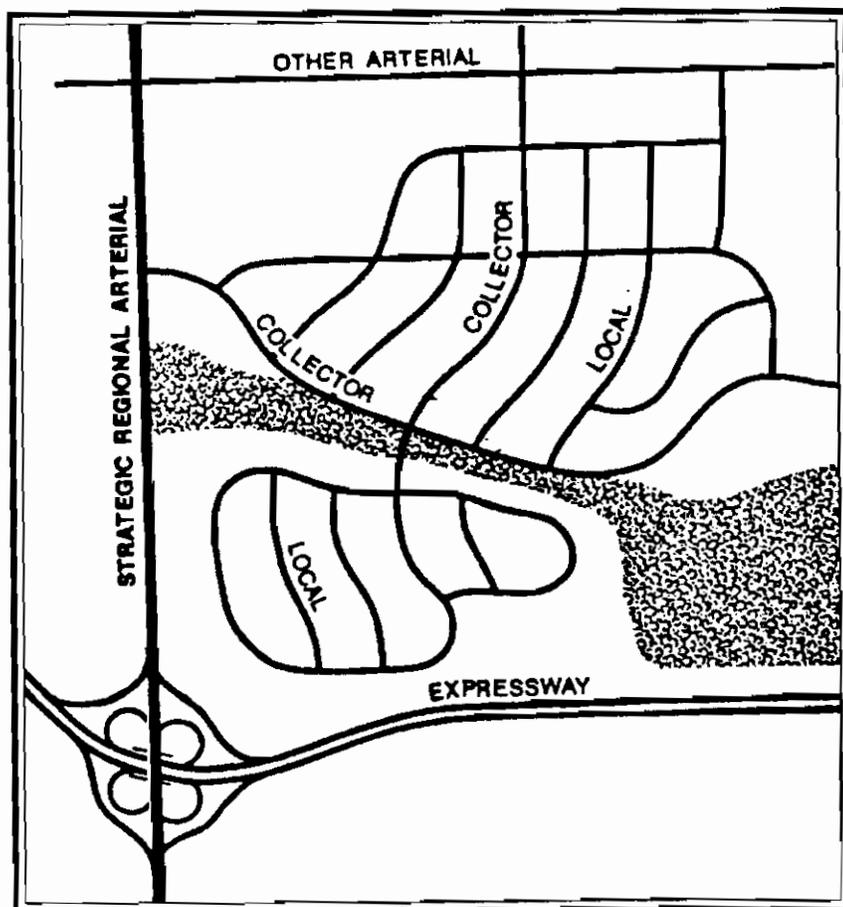
Freeway: The function of a freeway is to provide regional transportation for large volumes of traffic over long distances. There is no parking on a freeway. Access is controlled by on- and off-ramps that are generally spaced at least a mile apart. Distance or height often separate the freeway from the land around it. Expressway, super-highway, parkway, and tollway are all terms used to describe freeway-like roads.

Strategic Regional Arterial (SRA): A second tier to the freeway system. These routes were selected because they carry, or are projected to carry, large volumes of long haul traffic. As a group, they form a network that can carry such traffic to and from locations the freeway system cannot. They can also handle some of the overflow from the freeway system. Because of their strategic importance to regional travelers, IDOT and CATS are working to insure they receive needed improvements. Recommendations concerning parking, access, traffic control, transit, land additions and intersection widenings are examples of typical improvements.

Arterial: An arterial has two functions. The primary purpose of an arterial road is to carry traffic within the region. Secondly, it serves the homes and businesses along it. Parking is sometimes allowed, especially in older commercial centers. Other streets and the properties along it are directly connected. Usually, the roadway is not separate from the land around it.

Collector: The collector street directs traffic from local streets to arterials or local destinations such as shopping, schools, and offices. The collector looks like the arterial, but it covers less distance, so it carries less regional traffic.

Local: A local street provides access to property. Moving traffic is a secondary function. Local streets route traffic onto a collector or arterial street as quickly as possible. Parking is usually allowed.



THE SRA PROJECT

(CONTINUED FROM PAGE 1)

- Methods to increase capacity without widening the roadway;
- Integration of surrounding development;
- Frequency and design of access points (medians, curb cuts, driveways);
- The role of traffic signals;
- Accommodation of vehicles other than cars including mass transit, trucks, construction vehicles, emergency vehicles, and pedestrians;
- Parking;
- Pedestrian safety and convenience; and
- Environmental impact.

There are two parts to the study. The purpose of Part One is to provide standards that address identified issues. It will define existing and desirable roadway characteristics for urban, suburban, and rural segments of the system; and offer techniques for addressing special circumstances. In Part Two, SRA roadway designers will be able to use these recommendations and techniques to reduce congestion on the SRA system.

The study of all 1,340 miles of SRA routes is divided into five phases. The concepts and standards developed will be applied to the first 250 miles of specific SRA routes. These routes are now under study. The routes selected for this first phase reflect the variety of route types from the very rural IL 64 near DeKalb County to the very urban Michigan Avenue. The resultant plans for each of the routes will include both

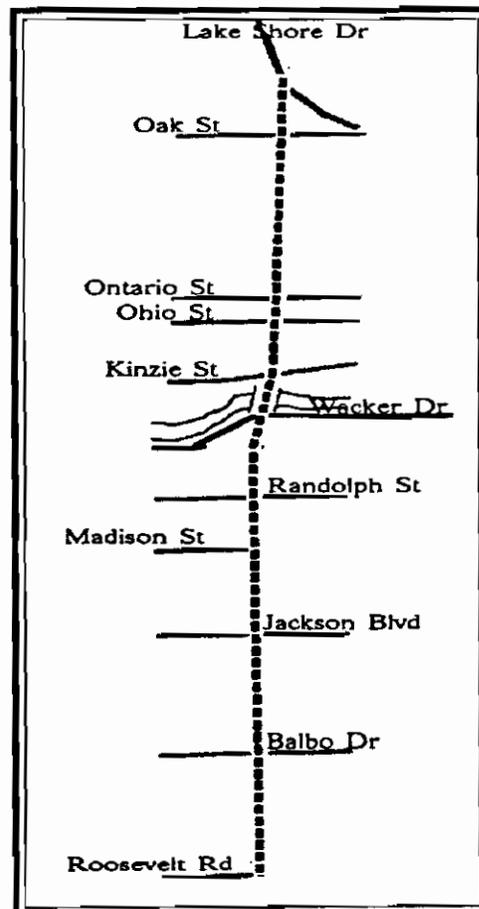
short and long term improvements. The second set of roadways will be under study by January 1991 and another set each year after that until the entire system is complete.

The future traffic demand projected for each route will depend more on planned land development and redevelopment and travel times than on the specific cross-section of the roadway. The study will suggest alternatives for improving each route. From the various alternatives, a desirable roadway design will be selected on the basis of effi-

ciency, cost, environmental impact, and local development priorities.

By January 1992, each Advisory Panel will have reviewed alternatives for its route, have offered its suggestions, and have seen the final study results. A public meeting will have been held for each route segment. Each route will have a prioritized list of projects and activities for route improvements. This list will be a part of a final written report. The recommended physical improvements could then proceed to conventional Phase I engineering and design studies.

MICHIGAN AVENUE SRA ROUTE



ARTERIAL ANSWERS

Arterial Answers will be a regular feature of this newsletter. Please use the form at the end of the column to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

The topics in this column arose at the first meeting of the Advisory Panel for this and other routes.

Q

What are the duties of the Advisory Panel and when during the study is it scheduled to meet?

The Panel is responsible for reviewing and commenting on the study recommendations and conclusions. The Panel will meet with the consultants two additional times during the study: once to review alternatives for the routes (Fall or Winter 1990) and once before the public hearing (Summer through Winter 1991).

Who should be on the Panel?

In addition to those government representatives invited to this meeting, the panel may wish to add representatives from businesses and community organizations along the route.

How many years will it take to study all the SRA routes?

The SRA routes are planned to be studied in five groups over a five year period.

Are there other city routes in the SRA system?

Yes. They include Ohio, Ontario, and North Avenue in this phase alone.

Will the consultants be available to meet separately with city representatives?

No. The Advisory Panels are the only formal city contact included within the contract for the consultant services. Harland Bartholomew and Associates (HBA) does plan to meet informally with city officials as needed to gather information and identify concerns.

Will the study address the timing of traffic lights?

Yes. Synchronization of traffic lights is expected to be a recommendation for all routes.

A

(Continued on Page 6)

ARTERIAL ANSWERS

(CONTINUED FROM PAGE 5)

Is acquisition of additional right-of-way along Michigan Avenue a possibility?

No.

Will the final recommendations set the design standard for the roadway?

Yes. The study will provide goals, such as intersection improvements and traffic signalization, to work toward.

Must all routes be studied before any improvements can be made?

No. The five year capital improvements plan can include projects as soon as each phase of the study is complete.

How do other studies for this route, including those now underway, relate to this study?

This study will consider the conclusions and recommendations of other studies to be existing conditions of the roadway. Recommendations of this study may include additional improvements.

Are city goals important to the study?

Yes. We are looking to the Advisory Panels to keep open the lines of communication. **Keep those questions coming!**

MILESTONES

- *January 29, 1990*
SRA Project Began
- *April 16, 1990*
Draft Part One
Design Concept
Report Submitted
for review
- *March 22, 1990*
First Advisory
Panel Meeting
- *October 1990*
Final Part One
Design Concept
Report

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

Name

Please send to:

Marty Becklenberg
320 N. Clark St., Rm. 411
Chicago, IL 60610
(312) 744-7843

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A LOOK AT THE SPOTLIGHT

The **SRA Spotlight** is a newsletter about the Strategic Regional Arterial system study.

Each segment of the system has its own edition published once every other month. This first issue will go to all members of the Advisory Panel and any others who were on the mailing list. Please use the form below to change your address or add others to the mailing list.

The purpose of the Spotlight is to inform Panel members about progress in the study and to respond to their questions and comments. There will be regular features including the **Milestones** and **Arterial Answers**. **Arterial Answers** will respond to Panel member questions. Please use the form at the end of **Arterial Answers** to submit your questions and comments about the SRA and the Spotlight.

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_____ Please add the following name and address to your mailing list:

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Title/Organization _____

Street _____

City _____ State _____ Zip _____

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SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

District One
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SRA SPOTLIGHT

MICHIGAN AVENUE ADVISORY PANEL

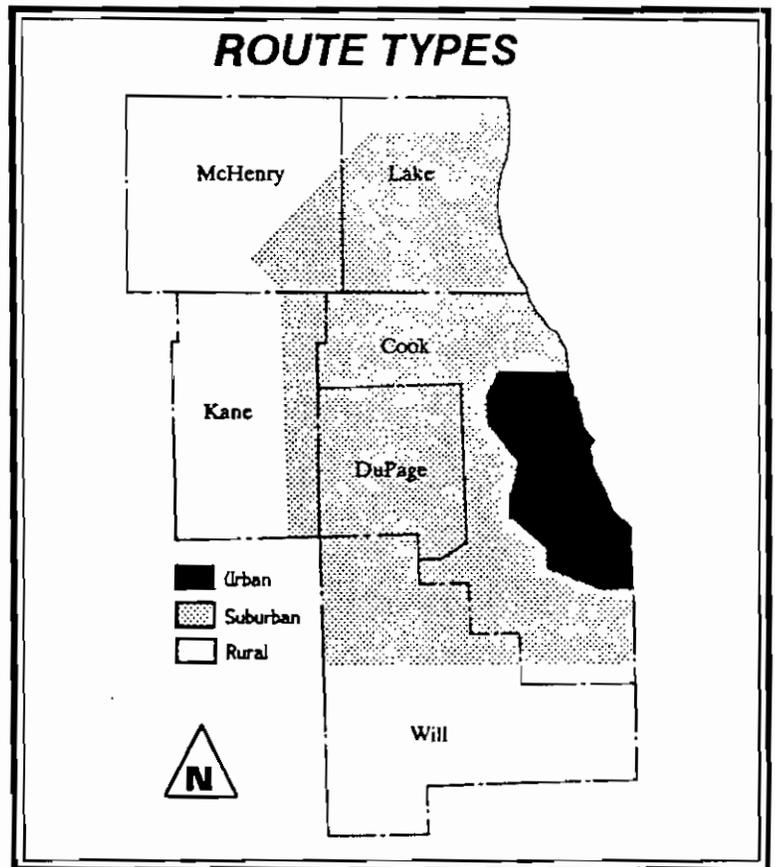
ROUTE TYPES DESIGNATED

The Chicago Area Transportation Study (CATS) and the Illinois Department of Transportation (IDOT) have designated road types on the **SRA**. These designations will help identify such things as right-of-way width, number of lanes, and type of signals that could be desirable for each route.

SRA routes are found in urban, suburban, and rural areas. Urban routes are concentrated in the City of Chicago and adjacent suburbs. Suburban routes include most of suburban Cook County, all of DuPage County, and the contiguous parts of Lake, Kane, McHenry and Will Counties. The routes furthest from the City of Chicago are Rural.

Designations are based on the number of households per acre projected for 2010. Some routes do not appear as intensely developed today as they will by 2010. Where household densities are projected to be less than or equal to one half per acre, the area is designated rural. Suburban areas are expected to experience densities between one half and five households per acre by 2010. Over five households per acre by 2010 is considered to be an urban area. Each area represents the general trend within a given region not the growth rate of a particular community. This allows some "smoothing" of designation, so that the different types are not mixed together.

Some routes offer segments which appear more intensely developed than their designation. One such segment might be the part of Milwaukee Road that passes through central Libertyville. These segments will be considered as special circumstances in the intensive analysis which follows the route's preliminary designation. These special segments can be improved in ways which would not be proposed for the normal segments.



Michigan Avenue has been designated as an Urban route. The ultimate 2010 desirable characteristics for an Urban route could include:

- A 96 to 108 foot right-of-way width,
- Two lanes for through traffic in each direction,

ARTERIAL ANSWERS

Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

What is the right-of-way?

Right-of-way (ROW) is the amount of land set aside for the roadway. It usually appears as a long narrow corridor and also includes land for such things as sidewalks, parkways, intersections, turn bays, and on-off-ramps.

Is the ROW always the same width as the actual road?

No. Often, more land is available than is needed for the existing pavement.

How do you find out where the ROW ends and private property begins?

There are maps in each county recorder's office that show exactly where the ROW is. These maps are important, because sometimes private property owners have built within the ROW.

About how wide are most ROW's on Michigan Avenue?

Most ROW's are between 125 and 150 feet wide even through major intersections.

Are there any segments where the roadway is not between 125 and 150 feet wide?

Yes. South of Congress Parkway the ROW is only 90 feet wide. A portion of the roadway is located in Grant Park as a designated "Park Drive". Also, the ROW from the Chicago River north to Hubbard Street is only 100 feet wide.

**Q
and
A**

SIGNAL TIMING AND COORDINATION

Properly timed and coordinated traffic signals is a cost effective technique that can greatly improve the flow of traffic on SRA routes.

When a series of signals is coordinated, there is a window of time during which cars can drive through the system without stopping. Once the driver passes through the first light in the series, chances are very good that the driver will be able to drive through the rest of the signals in the series without having to stop. In this manner, the optimal flow of traffic along the SRA can be achieved.

Usually this is achieved by linking neighboring signals to a master signal. The master controller signals the other traffic signal controllers when to start their cycles. On SRA routes, signals within one-half mile of each other should be properly timed and coordinated.

Waiting at a traffic signal costs drivers time, gasoline, and patience. Idling cars add to noise and air pollution. Uncoordinated traffic signals can actually compound congestion.

In this area, the Illinois Department of Transportation (IDOT) has a Signal Coordination and Timing (SCAT) program. During 1988 and 1989, 25 signal timings were implemented under the SCAT program. Examples of SCAT systems on SRA routes are Milwaukee Avenue in Libertyville, Prospect Heights and Niles, Willow Road at the Tri-State, and two segments of Lincoln Highway.

(Continued on page 3)

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ROUTES

(Con't from page 1)

- A median,
- Curbs, gutters and sidewalks,
- No parking on the street,
- Synchronized traffic signals along the entire route, and
- Left turn bays at traffic signals.

Michigan Avenue has significant transit and pedestrian usage. Special consideration is being given to improvements which could improve the roadway for bus efficiency and pedestrian safety. Alternatives for these improvements will be presented at the next Advisory Panel Meeting. This meeting is tentatively scheduled for November. Your Advisory Panel Coordinator will contact you concerning the meeting arrangements.



SIGNALS

(Con't from page 2)

The Libertyville system is south of the downtown area. It contains five intersections from Greentree Parkway to Park Avenue. Average travel speeds increased as much as eight miles per hour. During evening rush hour, collective fuel consumption was reduced by over 100 gallons and vehicles were delayed 52 hours less than they would have been if the signals had not been coordinated.

The Prospect Heights system includes intersections from Des Plaines River Road to the Palatine Road interchange. While travel speeds did not increase as much as in Libertyville, fuel consumption decreased by 600 gallons each noon rush hour. Evening rush hour delay was reduced by 80 hours. The Niles system is saving motorists almost 63 hours each evening rush hour, Willow Road system over 200 hours, and the two systems along the Lincoln Highway over 170 hours. As long as these systems are periodically restudied to assure they are timed to handle current traffic patterns, these systems will continue to save time and money.

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 Please add the following name and address to your mailing list:

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Title/Organization _____

Street _____

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MILESTONES

- *January 29, 1990*
SRA Project Began
- *March 9, 1990*
First Advisory
Panel Meeting
- *August, 1990*
Final Draft Part One
Design Concept
Report
- *October 1990*
Pre-Final Part One
Design Concept
Report
- *January 1991*
Final Part One
Design Concept
Report

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

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SRA SPOTLIGHT

MICHIGAN AVENUE ADVISORY PANEL

ADVISORY PANEL REVIEWS ROUTE CONCEPTS

The second Michigan Avenue Strategic Regional Arterial (SRA) Advisory Panel meeting was held on November 29, 1990 at Chicago City Hall. At the meeting the Illinois Department of Transportation (IDOT) and its consultant, Harland Bartholomew & Associates (HBA), presented the preliminary analysis for Michigan Avenue. Preliminary analysis included applying the desirable urban SRA route characteristics to Michigan Avenue and identifying both the impacts and some alternatives to those impacts.

The desirable configuration for an urban SRA route includes two lanes of through traffic in each direction, a median, and such appurtenances as curbs and sidewalks. (Please see the October **Spotlight** for a more complete explanation of the three route types.) This configuration will accommodate about 30,000 vehicles per day.

However, Michigan Avenue has a combination of characteristics not found on typical urban SRA routes. In addition to carrying high volumes of traffic, Michigan Avenue is a major transit route for both local and express service, and has developed as one of the world's premier shopping and pedestrian streets. To address this unique environment, three potential alternatives

for the long-range development of Michigan Avenue have been delineated. The major characteristics of each alternative are:

Alternative A:

- Three through lanes in each direction;
- Median and left turn lanes; and
- Removal of on-street parking between Roosevelt and Harrison.

Alternative B:

- As Alternative A south of the Chicago River;
- North of the Chicago River:
 - Two through lanes in each direction;
 - Center flow bus lanes;
 - Left turns prohibited (except for bus traffic);
 - Potential one-way pairing of Rush Street (south bound) and St. Clair Street (north bound) be-

tween Illinois Street and Superior Street; and

- Potential one-way pairing of Rush Street (south bound) and Mies van der Rohe Way (north bound) between Chicago and Walton Street.

Alternative C:

- As Alternative A south of the Chicago River;
- North of the Chicago River:
 - Three through lanes in each direction with landscaped median north of the Chicago River;
 - Left turns prohibited from Michigan Avenue to intersecting street, except from northbound Michigan Avenue to Ontario Street and Chicago Avenue; and
 - One-way pairs as in Alternative B.

Please see the **Arterial Answers** column in this issue of the **Spotlight** for a summary of the discussion at the meeting of the Advisory Panel during which these alternatives were presented.

ARTERIAL ANSWERS

Is there a possible need to connect St. Clair and Rush Streets to Michigan Avenue?

There is no geometrically feasible way to make this connection.

For the segment north of the Chicago River, what are the benefits of running the bus lanes in the median instead of in the curb lanes as they do now?

Buses must share the right lane with vehicles turning right. Putting the bus lanes in the median removes this conflict.

Where would people wait for the buses, if the buses were traveling in the median?

There would be a platform next to the bus lanes along the lanes' entire length.

A

Would the platforms provide a safe and aesthetically pleasing way for pedestrians to reach the buses?

Pedestrians would be encouraged to cross Michigan Avenue only where the buses stop. These points could be coordinated with the normal cross walks. The platform would be a hard surface where people are expected to wait for buses, but landscaping or other aesthetic treatment could be considered.

How would vehicles turn left if the bus lanes were in the median?

Left turns would be prohibited for all vehicles except buses.

Would the median bus lane concept eliminate existing through lanes or would additional right of way be acquired?

The median bus lane concept would eliminate two through lanes but would still provide for four through lanes on Michigan Avenue. Four through lanes would meet the desirable urban SRA roadway design. Right-of-way acquisition is not being considered for any segment of Michigan Avenue.

Q

Would the median bus lane continue south of the Chicago River?

No. One conceptual alignment of the proposed light rail circulator is in the median of Michigan Avenue south of the Chicago River.

Would the connection between Michigan Avenue and Lake Shore Drive be substantially changed?

Only minor modifications involving ramp geometrics and the connection to inner Lake Shore Drive are being considered.

Will the Central Station Plan be considered when planning for the intersection of Michigan Avenue with Roosevelt Street?

Yes. All relevant plans are being taken into consideration in this study.

(Continued on Page 3)

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QUESTION & ANSWER

(Con't from page 2)

Is Congress Street part of this group of SRAs?

No. Congress Street is an SRA, but is not one of the routes to be studied in this or the second group of SRAs.

Would you like the Advisory Panel members to contribute their ideas?

Yes! One of the primary purposes of these Panels is to open the lines of communication between the consultant and the communities along the route. Please direct all comments, suggestions, and questions to your Panel Coordinator at the address on the bottom of the masthead. Also, you can use the form provided elsewhere in this newsletter. The Coordinator will insure your thoughts are properly directed.

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Has your address changed? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

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MILESTONES

- *January 29, 1990
SRA Project Began*
- *March 9, 1990
First Advisory
Panel Meeting*
- *November 29, 1990
Second Advisory
Panel Meeting*
- *January 1991
Final SRA Design
Concept Report*

SRA SPOTLIGHT

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MICHIGAN AVENUE ADVISORY PANEL

WORKING WITH LOCAL GOVERNMENT

A key element in the success of the SRA program goals is the active participation of local government in implementation in its own community and in cooperation with other jurisdictions. Once the recommended improvements have been determined, local government can support the SRA program in the following ways:

- Right-of-way protection
- Access Management
- Demand Management
- Signal Networks
- Intersection Redesign
- Accommodation of Selected Uses in Parallel Routes
- Changes in Traffic Regulations and Enforcement

Local governments can support the SRA in all these ways. The companion article details which of these are most relevant to Michigan Avenue.

...TO IMPROVE MICHIGAN AVENUE

In an intensely urban area such as the Magnificent Mile, the right-of-way and building lines define the area for potential route improvements. Given these existing conditions, the following types of improvements provide the best opportunities to improve the function of Michigan Avenue as an SRA.

- Access management,
- Demand management,
- Signal coordination,
- Accommodation of selected uses in parallel routes, and
- Enforcement of traffic and parking regulations.

Each of these types of improvements are discussed in this article.

Transit is also a significant factor in Michigan Avenue's function in the SRA system. If those who now use mass transit chose to drive, an identical roadway would be needed. At the peak of the morning rush, bus lines on Michigan Avenue carry 16,500 people in an hour (CTA, "Operating Facts, Winter 1989-90) and each weekday 25,500 people board Metra Electric and South Shore commuter rail services there.

Two possible ways to improving transit along Michigan Avenue are:

- Designation of part of the right-of-way for high occupancy vehicles such as buses; and
- Working with private real estate developers and land owners to improve and expand transit linkages. Such linkages located at the junction of two or more types of transit (e.g. buses and the elevated or the Metra trains) could include retail and service outlets for transit passenger convenience. It is most likely that they would be located outside the existing right-of-way, but with pedestrian connections to Michigan Avenue.

Access Management - Proper management of access can significantly improve traffic flow on the SRA system. There are at least three levels of access: mid-block, intersection with non-SRA streets, and intersections with other SRAs. The development approval process should address these issues for all new development and redevelopment. Access from existing development can also be improved by coordinating or relocating access points.

ARTERIAL ANSWERS

What is the desirable design for an SRA in an urban area?

There are a variety of possible designs ranging from two through lanes in each direction to three through lanes in each direction. All include a 14-foot median and two 12-foot sidewalks. The ultimate recommendation depends, in part, on how much right-of-way is available. A two through lane option can be accommodated in a 72 foot right-of-way, a three through lane in a 110 foot right-of-way.

How many cars per day would this desirable roadway accommodate at a level of service that is acceptable?

Assuming the traffic signals are coordinated, access is consolidated, and turns are either prohibited or accommodated in left-turn-bays adequate to take them out of the flow of through traffic, this roadway could accommodate between 30,000 and 45,000 vehicles per day depending on the number of through lanes. The roadway would still be congested during the peak hours, but much improved over the typical urban SRA route.

Why does Michigan Avenue differ from other urban SRA routes?

The Michigan Avenue right-of-way is 130 feet wide from about Roosevelt Road to Chicago Avenue. This larger than normal width allows for sidewalks that are at least twice the 12 feet recommended in the design criteria. The additional sidewalk is appropriate to serve the large number of pedestrians who use Michigan Avenue.

Michigan Avenue also has a significant role as a transit route for the central area. Along Michigan Avenue almost 16,500 people use buses during the peak morning rush hour, and over 25,000 use the commuter rail lines each day through the Randolph Street and Roosevelt Road stations. Michigan Avenue is also a major destination for shoppers, employees and visitors using other transit routes.

...TO IMPROVE

(Continued from page 1)

To reduce conflicts with pedestrians and vehicles, and maintain the "boulevard" character of Michigan Avenue, mid-block access should be prohibited in new developments and redevelopments. Owners of properties served by alleyways that are entered from side streets should be encouraged to make use of the alleyways.

Demand Management - Local governments can assist in reducing the demand for highway use through the promotion of strategies such as alternative work schedules, ride sharing programs, and parking incentives. Transportation Management Associations (TMAs) which include employers as well as transit and local government officials, can be an effective vehicle for organizing such programs. The Chicago Area Transportation Study (CATS) can provide technical assistance to TMAs, and to local government and employers to form TMAs.

Signal Networks - Because the primary cause of delay on arterial routes is stopping and turning movements at intersections, relief of existing congestion will involve some form of improvement of peak period operations at intersections. The three greatest sources of delay are waiting at traffic signals for the green phase, waiting for

(Continued on Page 3)

CELEBRATE APRIL 15TH????!!! GOOD ROADS DAY

The fifteenth day of April in each year is designated as Illinois Good Roads Day to be observed throughout the State as a day for holding appropriate exercises in the public schools and elsewhere to show the value of our public highways in the economy of our State and the contributions they represent to the prosperity, comfort and well-being of the Citizens of Illinois.

(An Act to designate ... Good Roads Day. Approved March 6, 1943, Illinois Revised Statutes, Section 401.)

...TO IMPROVE MICHIGAN AVENUE

(Continued from page 2)

left turning vehicles, and waiting for right turning vehicles. Large vehicles are particularly difficult to move through any narrow segments, because they are slow to accelerate and frequently need more turning space in these intersections than is available to them.

Signal coordination projects typically involve many intersecting routes and in highly urban areas are best implemented as part of a larger signal network. This strategy allows signals on intersecting routes to be coordi-

nated as well. Theoretically, signal networks can include an indefinite number of signals as long as no interval between the signals exceeds one half mile.

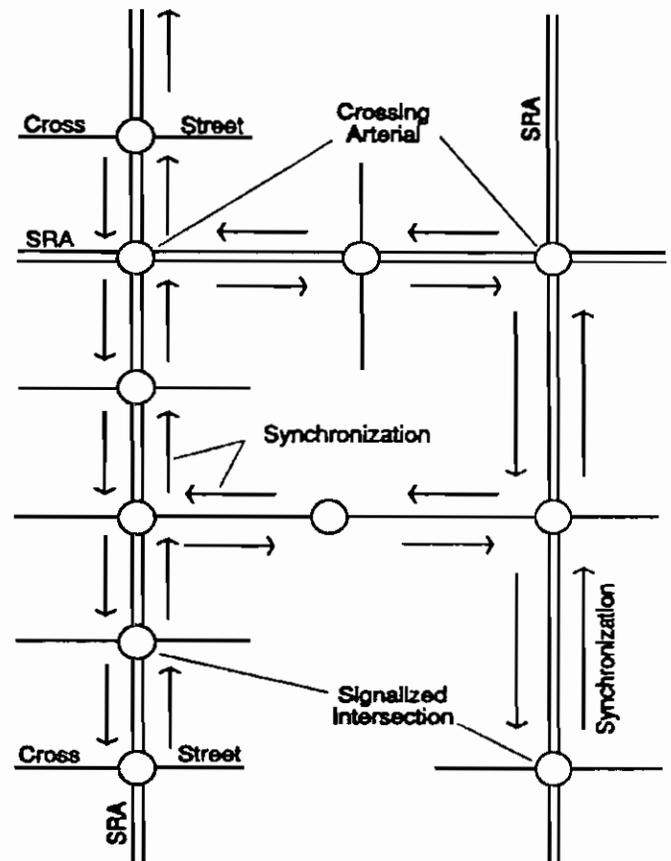
All traffic signals in the City of Chicago are the responsibility of the City. Traffic signals can be coordinated in a network which includes signals on intersecting streets. Signal coordination projects could greatly improve the flow of traffic in the area by reducing the amount of time the average car is delayed at intersections.

Accommodation of Selected Uses in Parallel Routes - Improvements of parallel routes to accommodate uses such as truck loading and unloading, pedestrian paths, transit, and bicycles can also help. While typically these routes are parallel to the existing right-of-way, in urban areas it is also possible to create pathways above and below the right-of-way. The existing roadway on lower Michigan Avenue north of the Chicago River can serve truck traffic and also provide an alternate means of vehicular access to intersecting routes.

Changes in Traffic Regulations and Enforcement - Changing the way a route operates can increase the

number of vehicles it can handle without extensive construction. Such things may include prohibition of parking, loading, and left turns.

Usually changes made in the traffic regulations can, in effect, exchange parking or turn lanes for through traffic lanes on a one-to-one basis. Conversely, parking in a no parking zone, double parking, and illegal left turns can block lanes which should be used by through traffic. Preventing lane blockage insures the right-of-way that is available is used efficiently. Such tools as the "Denver Boot," active collection of fines, and more traffic enforcement personnel are effective ways to increase the number of vehicles that can be accommodated in the Loop without creating more lanes of traffic.



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MICHIGAN AVENUE ADVISORY PANEL

YEAR 2010 SRA SYSTEM TRAVEL DEMAND PROJECTIONS UNDERWAY

This article was contributed by the Chicago Area Transportation Study.

The Chicago Area Transportation Study (CATS) makes forecasts of future traffic levels and patterns as part of its regional planning function. The Strategic Regional Arterial system identified in the 2010 TSD Plan was developed and evaluated, in part, using these types of forecasts. For the first phase of the SRA system study, CATS changed its regional highway forecasting model to reflect the recommendations developed in the Design Concept Report. The traffic forecasts thus developed will be used in preparing the initial design recommendations for each SRA segment.

An explanation, in a general fashion, of the methods used in forecasting will make the resulting traffic forecasts more understandable. There are two primary inputs used in developing traffic forecasts:

- estimates of future levels of socio-economic development (e.g., number of households, amount and type of employment, etc.) and
- a representation of the transportation network.

The Northeastern Illinois Planning Commission (NIPC) prepared new estimates of population, households and employment for the year 2010 covering the six county area in November 1990. CATS maintains a computer based representation of the regional highway network which contains the entire freeway system, all roads on a designated federal aid system and

The 2010 SRA system travel demand projections assume that all routes in the SRA system have been improved as suggested in the Design

about 70 percent of the roadways designated as minor arterials or collectors. This network represents approximately 5,300 centerline miles in the six counties. In addition to this network database, CATS has developed and maintains a set of travel simulation models used in forecasting future travel demand. The traditional four steps used in travel demand forecasting are briefly described below.

1. Trip generation - The NIPC socio-economic data is gathered into land areas called traffic zones which range in size from one to nine square miles. The forecast population, households and employment in each zone determine how many (and what kind of) trips that zone will produce and attract. For example, a zone which has a large population and no employment will produce many work trips, but not attract any work trips (a zone the employment attracts work trips).

2. Trip distribution - A work trip produced by a residential zone needs to be linked to a zone with work attractions to mimic a real world trip which always has a particular starting and ending point. This step turns trip productions and attractions from the previous step into trip interchanges using travel time (few people are within five minutes of work, most people travel about an hour to work, and a few travel much longer) and how many opportunities there are to satisfy the

(Continued on page 2)

PROJECTIONS

(Continued from page 1)

trip purpose (there are more jobs closer to Glenview than there are to Woodstock).

3. Modal split - Knowing where trips will begin and end, it is possible to estimate how many will use auto or transit based upon cost of making the trip and user characteristics. A work trip to the Chicago central area is very likely to use transit because of the high quality service and high auto cost; while a nonwork trip is far less likely to use transit to suburban shopping locations because service levels are low and auto costs are minimal.

4. Trip assignment - The auto trips determined above are combined with estimates of truck trips and allocated to computer coded representation of the highway network. This is done in the same manner that people usually choose their travel routes: minimize total time spent travelling. The estimates of future traffic on any roadway link is the sum of all the vehicle trips assigned to that link by this final model step.

The process outlined above has been developed and refined for over thirty years. It produces an estimate of traffic for all roads (including the SRA system) at once. This is useful and necessary when a very large number of estimates are needed. However, it is very difficult to produce thousands of "perfect" estimates simultaneously. The proper application of estimates developed at a regional scale is for ascertaining the future capacity needs; i.e., are two, four or six lanes likely to be required in the future. This is why the traffic forecasts CATS developed were provided in the form of volume ranges corresponding to the carrying capacity of various sized roadways. This allows the preparation of preliminary designs based upon the best current forecast of future travel developed in a consistent manner. The traffic forecasts used in this preliminary work will continue to be refined as these SRA projects move along the established IDOT design/implementation process. This process includes considerable opportunity for public comment and review of the traffic data used in actual project design.

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ARTERIAL ANSWERS

Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

What if the Year 2010 SRA system travel demand projections for Michigan Avenue show that traffic will continue to increase? It is already overcrowded. Are there other factors that will go into the improvement plans for Michigan Avenue?

Travel demand projections are important to the SRA planning process, but they are not the only determinant for the level of improvements proposed. As part of the roadway concept development, Harland Bartholomew and Associates, Inc. (HBA) is conducting roadway capacity analyses. The results provide some indication of the ability of proposed improvements to meet future travel demand.

Q

A roadway capacity analysis estimates how many vehicles can be carried on the roadway. The analysis allows variation of several conditions that change the flow of traffic. The capacity of an arterial roadway depends most heavily on the number of vehicles that can be accommodated at its signalized intersections (traffic lights), so a group of variables describe how long the average vehicle is stopped at each signal. The number of signals and distance between them is included. Variables relating to the roadway and its operation, such as the number of through lanes in each direction, how many vehicles each lane can accommodate, the posted speed, how many vehicles are likely to make turns, and the characteristics of rush hour traffic, complete the information used in the analysis.

A

Does this mean that adding lanes to a road is not the only way to reduce its congestion?

Yes. Such things as signal coordination (see October 1990 **Spotlight**), providing bays for turning vehicles, managing driveway access, and varying work hours can all reduce the amount of congestion in ways that add little or no additional pavement to the roadway.

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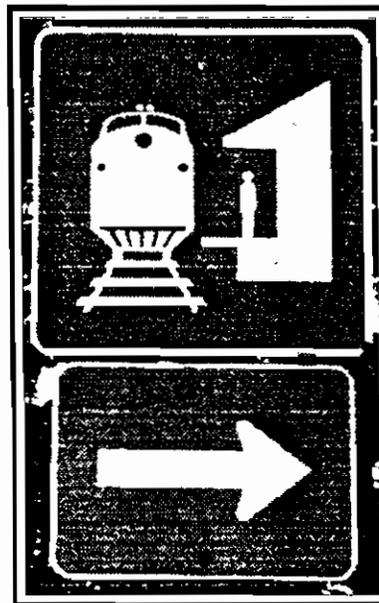
TRANSIT AND THE SRA SYSTEM

One of the goals of the SRA process is to examine ways to enhance public transportation. This goal supports the SRA system's primary function as a regional transportation network. The role of public transportation is also a function of the type of route. Each route has been designated as Urban, Suburban, or Rural. Some have been divided into more than one type.

For Michigan Avenue as for all SRA routes, recommendations are made not only for relatively inexpensive improvements which might be completed in the short term, but for improvements which might ultimately be implemented by the Year 2010. Objectives such as increasing the capacity of the corridor, improving travel times, reducing demand, and providing for better integration of the SRA with the expressway system, and other modes of travel are important in considering potential transit improvements.

Potential types of transit improvements to be considered may include:

- High occupancy vehicle (HOV) lanes which can include carpools and vanpools as well as buses;



The photo is an example of the sign system used in Lockport

- Access to regional transit systems;
- Pedestrian access;
- The links between different transit routes and type, and between transit and the automobile;
- Transit stop safety, convenience and comfort, and

- Transit information systems visible from the roadway.

Specific characteristics for these types of improvements were developed as part of the **Design Concept Report** that was part of the first phase of the SRA study. Improvements appropriate to the type of route - urban for Michigan Avenue - were evaluated for application to the specific route. For example, turnouts are desirable for bus stops on rural and suburban SRAs, while urban stops are within the lane of traffic. For rural and suburban SRAs park and ride locations may be considered. For urban SRAs improved passenger facilities to link regional local transit routes may be considered.

A clear system of graphics identifying transit stops, and information and directions concerning transit is desirable for all routes. Extensive rail and bus systems are near or on most SRA routes, but, too often, the stations are poorly marked, and schedules and routes not widely known. Adoption of an attractive, uniform signing system and clear directions to the stations can go a long way toward improving transit use on SRAs.

ARTERIAL ANSWERS

For this issue we are devoting the **Arterial Answers** column to a glossary of transit terms. Next issue we will return to our normal question and answer format. Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

Busway/Bus Lane - An HOV lane reserved exclusively for buses.

Bus Shelter - A small, roofed structure designed to protect waiting bus passengers from the elements. Shelters are normally adjacent to the sidewalk at a bus stop, but can be part of an adjacent building.

CTA - The Chicago Transit Authority operates buses in the City of Chicago and several adjoining suburbs, and the rapid transit system.

Demand Management - Techniques such as carpooling, staggered work hours, and controlled development which are employed to reduce the number of vehicles using the roadway at any one time.

Dial-a-Ride Bus Service - curb-to-curb bus service for the general public as well as those individuals having special needs such as elderly persons or persons with disabilities. (Pace, *Development Guidelines*, December 1989, p. VIII-1)

Diamond Lane - An HOV lane marked with painted diamonds.

Emergency Ride Program - Sometimes offered as part of a rideshare or regular transit user program;

workers without a personal vehicle are allowed a limited number of immediate trips in the event of emergency.

Headway - The amount of time scheduled between buses or trains leaving from a particular stop.

HOV/High Occupancy Vehicle - Usually refers to buses, vans, and other transit or service agency vehicles; some localities also include private vehicles carrying as few as two people.

HOV Lane - A lane in or next to the roadway which can be used only by HOVs.

Jitney - A privately-owned, unscheduled cab, van, or small bus that carries paying passengers along a specified route.

Kiss and Ride/Kiss-n-Ride - Passenger drop-off/pick up point for transit riders.

Light Rail - A railroad system (tracks and cars) that carries only passengers. Cars are typically an updated version of streetcars.

Metra - Operating agency for commuter rail service. Lines include the Chicago and North Western, Mil-

waukee Road, Burlington Northern, Metra Electric, Metra/Heritage Corridor, Norfolk Southern, Rock Island, and Chicago South Shore and South Bend lines.

Pace - Operating agency for suburban bus service.

Paratransit - Alternate transportation services for those not able to use conventional public transit. Vehicles used include buses, jitneys, taxis, and vans that are especially outfitted with seat belts, lifts, and often wheelchair anchors.

Parking Facility - A parking lot or garage.

Park and Ride/Park-n-Ride - A parking facility for transit riders.

Peak Hour/Peak Period - The hour or period of the day during which traffic is heaviest. This time is usually assumed to be that during which most people go to or from work.

Rideshare (Carpool, Vanpool) - Usually refers to a private arrangement between a driver and one or more others to share a ride to and from work. Driving responsibility may rotate in these arrangements.

(Continued on Page 3)

GLOSSARY

(Continued from page 2)

Rideshare may also include employer supported vanpools in which the van is owned by the employer who pays, or otherwise compensates, the driver.

RTA - The Regional Transportation Authority for the Chicago metropolitan region is an umbrella agency for the CTA, Pace, and Metra.

Transit-dependent - Anyone who cannot or may not drive a car, including those who would use paratransit (see **Paratransit**), children and those without a valid driver's license.

TMA (Transportation Management Association) - A group, composed of representatives from business and government, that is responsible for developing ways to manage the demand for roads in their jurisdiction. Usually, a TMA's area of responsibility covers a rela-

tively large area and may be centered about a particular roadway. Examples in the Chicago metropolitan region include the Lake-Cook Corridor TMA and the Illinois Corridor Transportation Management Association.

Transportation Center - A facility built at the intersection of two or more transit routes or modes. The facility includes parking, bus lay-over facility, cab loading areas, and passenger shelter, and may also include privately held space for convenience retail and service outlets.

Vehicle Occupancy Ratio - Number of people per vehicle. Transportation planners normally assume that the number of people and the number of trips made will remain constant; so as the number of people in each vehicle increases, the number of vehicles on the road at any one time will decrease.

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MICHIGAN AVENUE ADVISORY PANEL

RECOMMENDATIONS PRESENTED AT PUBLIC HEARING

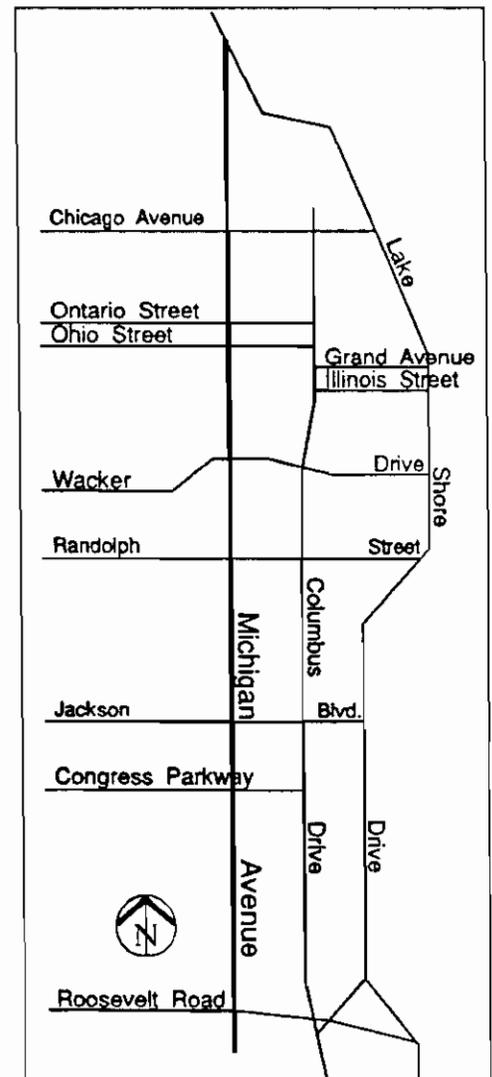
On July 16, 1991 a public hearing to review and comment on recommended improvements to Michigan Avenue was held from 1:00 to 8:00 p.m. at the Marriott Hotel on the corner of Michigan Avenue and Ontario Street. The hearing was held in an open house format. There were exhibits and a slide presentation for public review. Representatives from IDOT and the project consultant, Harland Bartholomew and Associates, Inc., were present to answer questions. Written responses were accepted and a court reporter was available.

Michigan Avenue is one of Chicago's grand streets. It parallels Grant Park, has a number of landmark buildings and crosses the Chicago River on a unique double-decked bridge. North Michigan Avenue is the heart of the Magnificent Mile, where many of the City's newest developments are located. These developments typically include more than one type of use and may combine a hotel, shops, offices, and residences.

The concept of Michigan Avenue, as a grand boulevard, was part of the 1909 Chicago Plan prepared by Daniel Burnham. The avenue evokes an image based upon its character — a combination of many elements, including architecture and scale of buildings, diversity of use, concentrated pedestrian activity, landscaping and vistas. Physically, Michigan Avenue has broad sidewalks and a wide roadway that are necessary to accommodate the heavy volumes of pedestrian and vehicular traffic. The projected travel demand for Michigan Avenue in the year 2010 is over 50,000 vehicles per day, south of the Chicago River, and over 40,000 vehicles per day north of the river. In comparison, the most recent recorded daily traffic volumes on Michigan Avenue range from 19,000 at Roosevelt Road to nearly 40,000 north of Chicago Avenue.

Michigan Avenue is also an important route for transit and pedestrian

(Continued on Page 2)



RECOMMENDATIONS

(Continued from page 1)

ans. Thirty-one bus routes carry over 16,000 riders in the morning peak-hour. Each day nearly 100,000 passengers board rapid transit and commuter rail lines which parallel Michigan Avenue.

While it is not feasible to provide additional traffic lanes on Michigan Avenue, other improvements are recommended to improve the flow of traffic within the available capacity of the route.

Recommendations common to all segments except lower Michigan Avenue are:

- Three 11-foot wide through lanes in each direction,
- A 14- to 26-foot wide median,
- Left-turn lanes within the center median wherever left turns are permitted now,
- Coordination of traffic signals in a single system between Roosevelt Street and Oak Street.
- Removal of on-street parking as necessary to maintain capacity for through traffic,
- Loading and service access via alleys and sidestreets,
- Transit shelters of a standard architectural design compatible with the "boulevard" character of Michigan Avenue, and

- A formal, consistent street tree and landscape planing program designed to reinforce the special character of Michigan Avenue, including landscaping in the median where it is not used for left turns.

No significant alterations are recommended for lower Michigan Avenue. The only changes would be to incorporate its traffic signals into a synchronized signal system and to provide directional signage to encourage drivers to use lower Michigan Avenue as an alternate route.

Improvements specific to each segment of Michigan Avenue are identified in the Final Report. Improvements will be made over a period of many years and each improvement project will involve more detailed study to develop specific plans. Continued public involvement and community coordination will be an integral part of the process throughout the design and construction of future improvements.

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ARTERIAL ANSWERS

What recommendations did the study make about the Central Area Circulator?

None. Recommended improvements for Michigan Avenue do not include any improvements related to the circulator. Separate studies of route alternatives and station locations for the circulator are still underway and not scheduled to be completed until 1992. Within the south Lakefront corridor, other alignments in addition to Michigan Avenue are under study. The SRA study for Michigan Avenue concluded that placement of the Circulator along Michigan Avenue would seriously impair its function as a Strategic Regional Arterial.

QA

Why were no bicycle corridors recommended?

As a matter of policy bicycle corridors are not recommended on any SRA. Vehicular traffic is too heavy and moving too quickly to safely accommodate bicycles on an SRA.

Thank you

To all those who contributed to the Advisory Panel for Michigan Avenue our heartfelt gratitude. In addition to the Aldermen and their staffs, members of the Chicago Public Works and Planning Departments, and the C.T.A.; representatives from many civic and cultural groups contributed to the planning process for Michigan Avenue. A special thanks to **Martin Becklenberg** for acting as coordinator for the Panel.

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